

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133433/FO/2022

Date registered valid: 26 May 2022

Proposal: Proposed demolition of existing buildings and construction of three dwellinghouses (Use Class C3) including access and landscaping and associated infrastructure.

Address: 1515 Ashton Old Road, Manchester, M11 1GR

Ward(s): Clayton & Openshaw Ward

Applicant: Mr K Murphy KMM Homes Ltd C/o Agent

Agent (if any): Mrs Carol Clarke Bramhall Town Planning Ltd C/o Rhino Court, 6 Station View, Hazel Grove, Stockport, SK7 5ER

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: 20 July 2022

Date of recommendation: Approve

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 16 June 2022

Standard consultations:

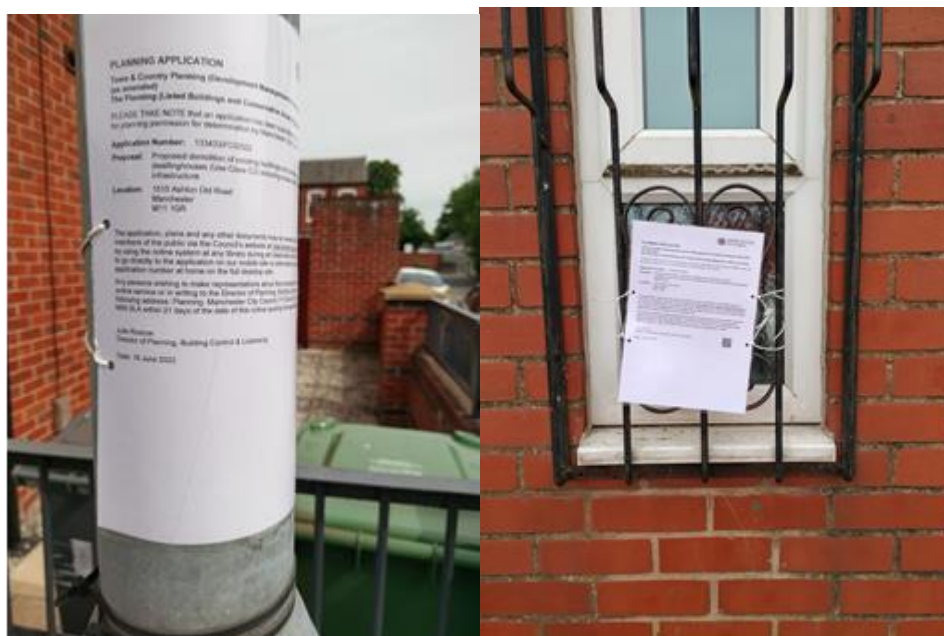
Printed: 9 June 2022 Expired: 30 June 2022

Neighbour notifications

Printed: 9 June 2022 Expired: 30 June 2022

Site notice

Posted: 16 June 2022 Expired: 7 July 2022



Press advert

Published: 14 June 2022 Expired: 5 July 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area



Fig.1 – Views of Grove PH from Ashton Old Road

This application relates to a vacant public house (PH) situated on the northern side of Ashton Old Road and at its junction with Club Street. The surrounding area is predominantly residential, including recently constructed 3-storey houses located the west of the site. Notwithstanding the above, a pair of vacant shops are located to the east. The site is separated from the AEU Bowling Club to the north of the site by an overgrown area of open space.

The application property is predominantly 2-storey with a principal frontage presented to the back of pavement to Ashton Old Road. The building was constructed circa 1870 and incorporates a single storey pitched roof extension projection from the eastern elevation of the main building. The plane of the principal elevation is articulated by a pair of ground floor bays and the setting back of the single storey element.

The main building comprises of two 2-storeys components with gable elevations and pitched roofs separated by a central valley, which is most visible from Club Street. The western elevation is positioned immediately adjacent to the highways to Club Street, i.e., without the demarcation of a footpath. The western elevation also incorporated a flat roof single storey extension. The existing material comprise red, multi- brick with grey slate roofs, stone sills and brick headers.

To the rear and mix of two and single storey elements to the building are set within the former beer garden. The beer garden is enclosed by walls and railings and overlooked by upper floor windows the rear of the houses along Gransmoor Avenue located to the east of the site.



Fig. 2 Rear of The Grove PH



Fig.3 – Former beer garden and contextual relationship to the boundary.

The existing internal layout presents a typically configured public house, with changing levels, elevated seating areas and alcoves. The upper floor was formerly used as living accommodation. Works appear to have been undertaken in relation to potential apartment conversions albeit without planning permission.

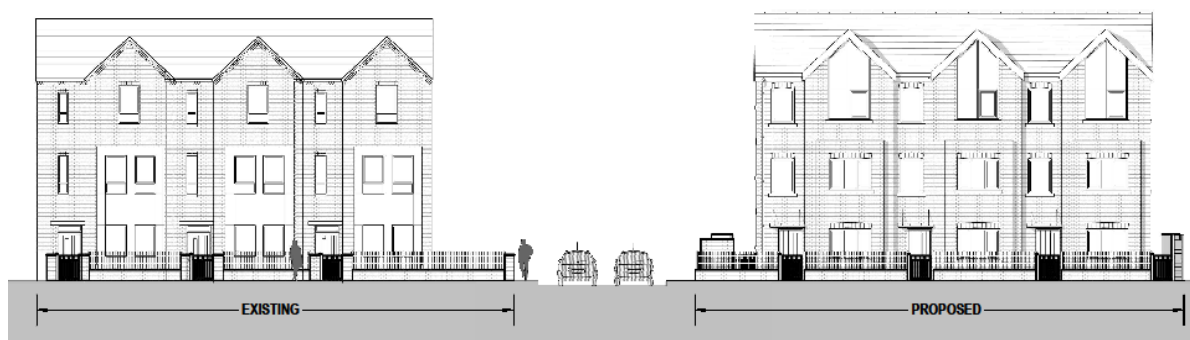
The adjacent highway incorporates a single yellow line to Ashton Old Road returning partially to Club Street. A cycle lane is also located along Ashton Old Road.



Fig. 4 – Ground floor internal layout

Description of development

The proposed development would involve the erection of a terrace of three, 3-storey houses, comprising a pitched roof set between gable elevation with a continuous ridge line running from west and east. Each house would have a maximum height of 11.5 metres falling to 8.5 metres at eaves level. The principal roof plane would be punctuated by the formation of hipped pitched dormer extension with a maximum ridge height of 10.7 metres and extending downwards to form a projecting bay, including a flat roof component over two storeys. This approach would secure articulation with the overall principal elevation, whilst maintaining an appropriate relationship to the streetscene. The siting of the principal elevation has been informed by new 3-storey houses located to the west of the site. The rear elevation of the houses would follow a continuous building line. The proposed elevations would comprise of buff multi brick with grey slate style roof tiles, black uPVC door and windows frames with stone sills and brick headers. The elevations would be articulated by windows with a rectangular configuration and high-level glazing feature to the principal elevation relating to the third floor master bedroom window. Windows are also proposed in the side elevation to each gable elevations.



STREET SCENE - ASHTON OLD ROAD
1:150

Fig. 5 – Streetscene

Demarcation from the highway to Ashton Old Road would be secured through the inclusion of low wall and railings that would be returned to Club Street where a pair of lay-by spaces would be formed serving Units 2 and 3. An in-curtilage car parking space would be provided to Unit 1. Each space would include an electric vehicle charging point. Boundary fencing would

demarcate the respective rear gardens, which would accommodate in-curtilage segregated waste storage with related access arrangements. Indicative cycle storage within the rear garden area has also been provided.



Fig. 6 – Proposed site layout

Site history

- i. 080076/OO/2006/N2 - Application Approved - 30.10.2006
Land Bounded By Ashton Old Road Fairfield Road And Manchester City Boundary, (Toxteth Street Neighbourhood)

OUTLINE APPLICATION for the redevelopment of the Toxteth Street Neighbourhood area, comprising the erection of a maximum of No.432 residential dwellings, erection of extension to St Peters R.C High sports hall (156sq.m) and provision of three all weather pitches, multi sport area, landscaping and 30 parking spaces, new public open space and public realm works, new highway network with access points from Fairfield Road, Ashton Old Road, and Peel Street.

- ii. 075235/OO/2005/N2: Approved - 04.10.2005 - Land Bounded By Ashton Old Road Fairfield Road

OUTLINE APPLICATION for the redevelopment of the Toxteth Street Neighbourhood area, comprising the erection of a maximum of No. 650 residential dwellings and means of access. Erection of a maximum of 3240 Sq. metres (gross) of commercial floorspace, (class A1 shops, A2 financial and professional services, A5 food and drink, B1 business and D1 education and community uses), with maximum building heights of three and four storeys. Erection of extension to St Peters R.C High School sports hall and provision of three all weather pitches, multi sport area, associated landscaping and 30 parking spaces. New public open space and public realm works. Provision of new highway network with access points from Fairfield Road, Ashton Old Road, Gransmoor Avenue and Peel Street.

- iii. 027641 - Approved - 12.11.1986 - Derelict cottages and, The Grove public house, 1515, Ashton Old Road, Openshaw

Demolition of derelict cottages and provision of extension to provide games and vaults areas together with bottle store, trade kitchen and beer garden

iv. F09322: Approved - 06.10.1978 - Vacant shop adjoining The Grove, Ashton Old Road / Club Street, Openshaw.

Alterations to shop to form a pool room.

The neighbouring AEU Club is currently the subject of the following planning application that has been submitted by the same applicant:

133036/00/2022 - Outline application for proposed redevelopment of the former A.E.U Club, incorporating demolition of existing buildings and structures and construction of up to 26 new residential dwellings (houses or flats) (Use Class C3), with parking, associated landscaping and infrastructure, with approval of siting and access sought

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – The following comments have been received:

- i. The site is well accessed by sustainable modes;
- ii. The development would introduce three additional houses. It is anticipated that additional trip could be accommodated within the highway without undue capacity concerns;
- iii. It is noted that existing limited opportunities to park on street would be lost following the implementation of the in-curtilage car parking space and lay-by car parking relating to the plots 2 and 3 (adjacent to Club Street);
- iv. Drawing BG- EWA- ZZ- 00- DR- A- 70400 details that the parking arrangements will now take the form of one gated driveway to the rear of Plot 1 and two further parking spaces will be in place on Club Street. This area of Club Street is unadopted and it is understood that the applicant owns it. It should be noted that all individual driveway parking spaces should be a minimum of 3.0m x 6.0m. Drawing J32-5863-PS-005 demonstrates that a vehicle can enter Club Street in forward gear and access the driveway and parking bays safely. This arrangement is acceptable to Highways;
- v. Due to the lack of kerbed footways on Club Street no dropped kerbs will be required;
- vi. All three of these parking spaces will have EV charging which is welcomed and acceptable to Highways. However, the charging point capacity should achieved a minimum of 7kW / H;
- vii. It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway;
- viii. Each property will have a secure and sheltered bike store within the garden. This is acceptable to Highways;
- ix. Designated refuse storage has been accommodated for each individual dwelling with kerbside collection noted from Club Street. Highways consider this to be acceptable in

order to prevent any obstruction to passing pedestrians on the adjacent footway. Tracking has been undertaken for a 6.5m vehicle and shows that it can safely enter, manoeuvre and egress in forward gear from Club Street;

x. A Demolition Plan has been produced for the site and provides details on parking, safety hazards and mitigation and expected vehicular activity;

xi. A Construction Management Plan has also been produced for the proposed development. The CMP provides details on the scope of work, traffic management, waste, demolition and temporary works. It is requested that the scope of the CMP be reviewed and revised where necessary throughout the demolition and construction process. The contractor should continue to liaise with the MCC Highways and Resilience Team, for associated hoardings/fencing highway licences and any temporary traffic regulation orders for the closures of any highway on a temporary basis. As part of the licensing and approvals process the routing of construction traffic and site access arrangements will be determined;

xii. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Environmental Health – The following comments have been received:

i. The submitted demolition and construction plans should be reviewed and development should be related to Council guidance relating to noise emissions from buildings sites in accordance with IAQM/EPUK Construction Guidance on controlling emissions.

ii. It is recommended that that construction work is related to the following hours Monday - Friday: 7.30 am – 6.00 pm

Saturday: 8.30 am – 2.00 pm

Sunday / Bank holidays: No work;

iii. A condition is recommended to ensure the appropriate insulation of the proposed accommodation against noise from Ashton Old Road. This condition is requested as the details of the submitted acoustic report are not sufficient with to the clarity of applied noise criteria to the proposed attenuation measures and the arrangements for ventilation;

iv. The proposed waste and recycling arrangements should be related to the development by condition;

v. The detail of the submitted air quality assessment is accepted, including the omission of a clean air intake (as the site is at the periphery of the AQMA). The detail of the air quality assessment should be implemented as part of the development, including measures at the construction phase;

vi. Air quality during the operational phase – The development should be supported with an EV charging point. It is recommended that reference is made to Council AQ Guidance Note for EV charge point and IAQM Planning guidance for further information on boilers etc. (this advice is related to the development as an informative;

vii. The submitted ground condition survey have been assessed and are considered to be generally acceptable. However, a Phase II assessment will be needed once demolition of the existing structures has been completed. In the absence of a Phase II report, a comprehensive condition to ensure appropriate remediation and validation is requested.

Flood Risk Management Team – A pre-commencement condition is requested relating the development to a sustainable drainage scheme (SUDS).

Greater Manchester Police Design for Security – No objection but the following recommendations are made:

- i. The proposed development should be designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors;
- ii All garden boundary treatments adjacent to publicly accessible land In particular the rear boundary should be 2100mm;
- iii Entrance gates should be installed that lead to the rear of the property and should be set forward as close to the building line as possible;
- iv. Dusk til Dawn lighting should be installed on all external doors in particular the side elevation;
- v. Any external bin store should be a secure, lockable and fire resistant enclosure.

United Utilities Water PLC – Request that a condition be included that replicated the details required by the FRMT relating the provision so a SUDS scheme as part of the development. A second condition is requested relating to arrangements for the subsequent management and maintenance of the drainage scheme.

Greater Manchester Ecology Unit – The following comments have been received:

Bats

- i. The applicant has undertaken a dusk and dawn survey that found no evidence of bats roosting in the building proposed for demolition and only very low levels of bat activity. It has therefore been reasonably concluded that the demolition will not have a negative impact on the favourable conservation status of bats in the locality. As individual bats can, on occasion, be found in unexpected locations, the following informative is recommended advising of the need to be mindful of the potential presence of bats and measures to safeguards spaces and related habitats, if discovered.

Nesting Birds

- i. The submitted ecological report identifies bird nesting potential and a condition is therefore recommended to ensure that work to or removal of trees and shrubs is not undertaken during the bird nesting season unless the site has been inspected by an experienced ecologist to establish that they are not present.

Other Wildlife

- i. The site was assessed as having low potential to provide habitat for small mammals such as hedgehog and amphibians and this accepted by GMEU. No further information is required.

Contributing to and Enhancing the Natural Environment

- i. The development site has only very low habitat value. The proposed site appears to have a higher percentage of vegetated ground with some tree planting proposed.
- ii. It is recommended that landscaping and biodiversity mitigation and enhancement can be delivered through condition.

Issues

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

The development has been previously assessed to determine its compliance with the NPPF and the following criteria are considered to be relevant to the proposed amendments and have been positively responded to for the specified reasons:

i. Chapter 5 Delivering a sufficient supply of homes - The development appropriately relates to the objectives of:

- Significantly boosting the supply of homes;
- Responding to local housing need
- Delivering houses on brownfield sites;

ii. Chapter 8: Promoting healthy and safe communities - The development responds positively to the following criteria: contributing to the delivery of 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.

This would be achieved through the layout and design of the proposed development.

iii. Chapter 9: Promoting sustainable transport - The amendments would not affect the previously assessed generation of traffic and vehicular movement, which would continue to be capable of being accommodated within the local highway infrastructure. Satisfactory on-site car parking would also be achieved along with in-curtilage being provided to promote more sustainable transportation options.

iv. Chapter 11: Making effective use of land - The development would continue to positively contribute to the re-use of previously developed land and securing housing with a high quality of urban design. It is also considered that the development would be appropriately related to the scale, proportions and character of development in the surrounding area.

v. Chapter 12: Achieving well-designed places - The revised layout maintains its appropriate relationship to the surrounding context and neighbourhood character. The design of the development has not been significantly affected by the revisions to the development.

vi. Chapter 14: Meeting the challenge of climate change, flooding and coastal change - The submitted details and characteristics of the development has been assessed. The development would be related to current building standards and proportionate measures have been proposed to reduce carbon emissions. EV charging points have been proposed. The provision of sustainable drainage and its management can be addressed through condition. The development thereby appropriately related to chapter 14.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The NPPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. The development accords with the following aspects of the PPG:

- i. Consultation and pre-decision matters - The PPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application. All necessary local consultation has been undertaken along the posting of site notices and press advertisement;
- ii. Design - Good quality design is an integral part of sustainable development. It is considered that the development presents a contemporary building with a configuration that balances the functional requirements of the proposed mix of uses within a coherent and cohesive design. The above objectives would thereby be accorded with.
- iii. Flood Risk Planning and Flood Risk - The potential for increase flood risk has been appropriately assessed within the context of an extant planning permission and necessary conditions attached to secure satisfactory drainage.
- iv. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making. In this case the development would provide a high quality of design that would positively benefit the appearance of the area.
- v. Air quality - The PPG states the relevance of air quality to a planning decision will be dependent upon the proposed development and its location. Consideration should be given to the likelihood that the development would:
 - a. Significantly affect traffic in the immediate vicinity of the proposed development site or further afield;
 - b. Introduce new point sources of air pollution;
 - c. Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor air quality;
 - d. Give rise to potentially unacceptable impact (such as dust) during construction for nearby sensitive locations;
 - e. Affect biodiversity.

It states that where necessary, mitigation measures should be specifically related to the location of the development and be proportionate to the likely impact. An air quality assessment has been provided, which demonstrates that the development would not unduly affect existing air quality during its construction or operational phase.

- vi. Land affected by contamination - States that the contaminated land regime under Part 2A of the Environmental Protection Act 1990 provides a risk based approach to the identification and remediation of land where contamination poses an unacceptable risk to human health or the environment. The application has been accompanied with a ground condition survey. The initial assessment is considered to be satisfactory but will need to be supplemented with further details attached to the development by condition.
- vii. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. The PPG sets out

the potential approaches to responding to noise and appropriate mitigation, which have been applied in the consideration of the proposed development. The development has been accompanied with an acoustic report and it is considered that identified noise impacts can be attenuated through the detailed design of the development and related to the development by condition.

viii. Travel plans and traffic / transport assessments - The PPG has been considered in respect of the traffic and highways issues presented by the development and potential measures to secure a reduction in reliance on private car usage. The proposal is supported with appropriate car parking. Opportunities to reduce reliance on car usage would be potentially delivered through the provision of cycle storage and access to public transport.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11 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 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

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

It is considered that the proposed development would contribute positively to the formation of a sustainable community, which would be beneficial to the quality of the living environment experienced by existing and future residents. This would be achieved through the development of a high quality and sustainable design. It would respond to the on-going need for family-type housing in the local area and add vibrancy of the area. The sufficient information has been submitted to allow the assessment of the impact of the development on the local environment, including the management of demolition and construction through an appropriate condition. Policy SP1 would thereby be positively responded to.

Policy EN1 (Design Principles and Strategic Character Areas) - States that opportunities for good design to enhance the overall image of the City should be fully realised to reinforce and enhance the local character and context of the development site. In this case, it is considered that the composition of the development would be appropriately related to the context of the site including, adjacent housing fronting Ashton Old Road. The development would be given coherence through the selected palette of materials. The solidity of the building would be relieved through the configuration of windows and related glazing. It is therefore considered that policy EN1 would be accorded with.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) – Has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency. The development has been related to a series of measures to reduce carbon emissions and secure sustainable design. These measures are considered to be proportionate to the development and appropriately related to policy EN4 would be accorded with.

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. In this case of this application reference has been given to the adaptability of the development to climate change with reference to:

- i. Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability;
- ii. The need to control overheating of buildings through passive design;
- iii. The opportunity to provide linked and diverse green space to enhance natural habitats, which will assist species adaptation.

Policy EN8 has been related to the proposed sustainable design of the proposed dwellings and the delivery of an appropriate drainage management. As stated, the development has been related to a satisfactory environmental statement that demonstrates measures to reduce carbon emissions and includes potential arrangements for rain water capture. Opportunities for landscaping and biodiversity enhancement would be limited, but would be deliverable and manageable. Policy EN8 would thereby be complied with.

Policy EN 14 (Flood Risk) – States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The submitted details and characteristics of the development have been assessed. It is considered that the requirements for the delivery of sustainable drainage and its management can be addressed through condition to secure compliance with policy EN14.

Policy EN15 (Biodiversity and Geological Conservation) - States, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Policy EN15 has been related to the assessment of the ecological evaluation of the site and the details of the ecology report and its findings are related to the development by condition.

Policy EN 16 (Air Quality) – States that 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. 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. An air quality assessment has been submitted and assessed. It is accepted that impacts on air quality would be mainly related to the construction stage. Impacts during the operational stage would be limited as the development has been designed and located to facilitate its operation without reliance on private car usage. The development would secure further reduction in the impact on air quality through the provision of EV charging points. These measures would secure compliance with policy EN16.

Policy EN18 (Contaminated Land and Ground Stability) -States that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant has submitted a Phase 1 report that require elaboration following the completion of

demolition. However, there is nothing to indicate that appropriate remediation could not be delivered as part of the development to secure compliance with policy EN18.

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.

The details of the demolition and construction management plan are considered to be acceptable and would be suitable to manage the initial phase of the development. A condition has been included to ensure that details of waste / recycling storage and collection are implemented as part of the development and upon first occupation the development. On this basis policy EN19 would be complied with throughout the entirety of the development.

Policy H1 (Overall Housing Provision) – Relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027. The proposed development responds positively to policy H1 by:

- i. Contributing to the creation of mixed communities by providing house types that respond to the needs of a diverse and growing Manchester population;
- ii. Supporting growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- iii. Ensuring that the design and density of development contributes to the character of the local area;
- iv. Making appropriate provision for parking cars and appropriate levels of sound insulation;
- v. Being designed to give privacy to both its residents and neighbours.

It is considered that the development would be positively related to the quality and supply of the housing stock in the local area and would thereby accord with policy H1.

Policy H 4 East Manchester – Relates to housing development within the vicinity of the application site. It states that priority will be given to family housing and other high value, high quality development where this can be sustained. The development would accord with this objective.

Policy H11 (Houses in Multiple Occupation) - Has been related to a condition to ensure that the proposed dwellinghouses are maintained as single occupancy accommodation and to prevent future occupation as small-scale homes in multiple occupation (Class C4) but retained as Class C3 accommodation. This accords with the requirement of policy H11, which aims to secure a sustainable supply of family housing and maintaining an appropriate mix housing type and tenure.

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 toward carbon free modes of transport. In this case, the development would be supported with appropriate car parking and cycle storage. This provision is acceptable in such a sustainable location. On this basis, it is considered that the development responds positively to policy T1.

Policy T2 (Accessible areas of opportunity and need) - Requires that consideration is given to accessibility by walking, cycling and public transport; connecting residents to jobs, centres,

health, leisure, open space and educational opportunities. The sustainable location of the application site, in terms of access to public transport and convenient links to local centres would ensure that the development would be suitably related to the specified objectives of policy T2.

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:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility in relation to both the inclusivity of design and the utilisation of sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

It is considered that the above assessment demonstrates how the development would accord with policy DM1 points a - h (inclusively). It is considered that the impact of the development on residential amenity would be suitably mitigated and managed through the details of the application and related conditions. Policy DM1 would therefore be accorded with.

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

Part 2

Policy DC7 (New Housing Development) - States that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. Policy DC7 also requires that a satisfactory quality of development is achieved. In this case the layout of the proposed apartments and the quality of design would accord with residential quality guidance. It is also considered that satisfactory access for people with disabilities would be achieved, in terms of external thresholds and internal circulation spaces. Policy DC7.1 would thereby be complied with.

Policy DC26 (Development and noise)

The following elements of policy DC26 are considered to be relevant:

Policy DC26.1 has been related to the proposals contribution to the local noise environment and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily. This particularly relevant given the potential noise generated along Ashton Old Road.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

The development has been accompanied with noise survey that indicates that the detailed design would secure appropriate attenuation from noise relating to the surrounding environment, traffic and between the proposed uses. The findings of this report are considered to be acceptable subject to the provision of supplementary details to be delivered by condition; thereby securing accordance with policy DC26.

Guide to Development in Manchester: 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 the sort of development we all want to see in Manchester. The following paragraphs are of relevance and appropriately responded, for the reasons referenced in the report:

- i. Section 2 Design
- ii. Section 3 Accessibility
- iii. Section 4 Environmental Standards
- iv. Section 7 Housing Density and Mix
- v. Section 8 Community Safety and Crime Prevention

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live. The guidance is therefore relevant to all stages of the development process, including construction and operational management. The application has been amended to accord with the relevant space criteria for a 3-storey, three bedroom house for six people. The quality of the design and layout and space within the development would positively contribute to the character of the local area, encourage sustained long term occupation and thereby secure compliance with the MRQG.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

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 officers and the applicants (through their appointed representatives) engaged and secure the submission of further details required in response to statutory consultations. The submitted details and supplementary information has allowed the comprehensive assessment of the planning application.

Principle of the development – The existing building has some architectural and historic merit. However, the existing use has been shown to be no longer viable despite active marketing (as discussed below). At this time the vacant building has been increasingly affected by vandalism and risks becoming a focus for anti-social behaviour with resulting harm to residential amenity. In the absence of a viable use, consideration has been given to the practicality of retaining the existing building. Notwithstanding, the lack of interest in the continuation of a commercial use within the property, it is not apparent that the internal configuration of the building would achieve satisfactory space to facilitate the conversion to a residential use. Moreover, the locality the immediate area has been the focus residential development. The retention of a commercial use with associated noise and activity may not secure appropriate relationship to new and emerging development. The demolition and construction of new housing presents an opportunity to

deliver viable, accessible and sustainable development that would enhance the visual appearance of the area and contribute towards improve local housing provision.

Loss of the public house as a community asset – The demolition of the public house has been assessed with reference to government policy document: Asset of Community Value – Policy Statement. This document indicates that consideration should be given to the viable retention of a public houses as a community asset and to determine whether local groups would be interested in securing its in-going uses for ‘community well-being’.

Consultation undertaken in relation to the planning application, including neighbour notification, and site and press notices, did not generate any representation expressing community interest in its alternative use or opposition to its demolition.

The applicant has provided a statement that details the marketing of the public house, i.e.,

- i. The site was marketed prior to an auction held in February 2022;
- ii. The marketing details included:
 - The display of an on-site advertising board
 - Sales agent email ‘shot’ to contacts
 - On-line advertising on: Rightmove, Facebook, Zoopla and Edward Mellor.
- iii. 32 viewings took place with a variety of interests, including retention of the public house, restaurant use and residential conversion. Interest from local community groups was not identified.
- iv. Although 6 offers were received, not were accepted. The property was subsequently presented at auction but failed to sell. The property was subsequently sold to the applicant in a private transaction.

The statement maintains the cost of refurbishment associated with the re-introduction of the public houses would be prohibitively expensive and therefore unlikely to be viable.

On balance, it is considered that it is unlikely that the public house use, in line with an on-going trend, would be re-established. In the absence of any alternative uses through conversion or community interest, the demolition of the building is considered to be justified.

Residential amenity - It is considered that the development would deliver high quality housing with an appropriate balance of built form and garden / amenity space. The proposed design would provide a contemporary elevational expression of a terrace that acknowledges characteristic roof design and the formation of gable elevations. The site is bounded by housing to Gransmoor Avenue. The position of existing windows to these properties would result in some overlooking of proposed garden areas but it is not apparent that overlooking of proposed windows would occur. However, it is acknowledged that the proposed rear gardens were previously used as beer garden area with related activity, noise and disturbance, which would be less significant following the implementation of the development. The development cannot be reconfigured to overcome this issue and secure an alternative satisfactory relation to the street and wider context. The relationship of the site to open space beyond its northern boundary would remove potential amenity issues. A condition has been included to ensure that windows to the western and eastern elevation (at each floor) are obscurely glazed to safeguard amenity. The proposed internal space would ensure its sustained occupation. The removal of the building would remove a potential focus for anti-social behaviour. On balance, it is considered the the development would deliver positive residential amenity benefits.

Permitted development restrictions - In order to maintain and safeguard residential amenity and in response to the constraints of the substantive site, it has been considered appropriate to restrict the permitted rights that would otherwise be available to householders. Conditions have

therefore been recommended in the interests of residential amenity and to ensure that the following development is not undertaken without the permission of the City Council as local planning authority:

- i. The erection of extensions, porches and outbuildings;
- ii. The replacement of authorised boundary treatments;
- iii. The insertion of additional windows.

Residential space standards - The proposed development has been assessed against the criteria set out in the adopted Manchester Residential Quality Guidance. The applicant has amended the layout of the proposed houses to accord with the space criteria for 3 bedroom, 6 person house over 3 storeys. This has been primarily achieved by the reallocation of fourth bedroom to form a dressing area to be used in conjunction with a master bedroom at the third floor. In order to manage the subsequent property use, a condition has been included to relate future occupation to 3 x 3-storey, three bedroom, six bedroom houses (Class C3). The composition of unit sizes has been effectively related to the constraints and configuration of the site to secure a development incorporating design characteristics that would also positively contribute to the quality of local housing, the streetscene and secure a reduction in carbon emissions. It would also represent a sustainable development, in terms of the location of the application site to public transportation links and proximity of local shops and services. The proposed development would thereby positively contribute to sustainable growth in Manchester and thereby respond positively to the Manchester Residential Quality Guidance.

Magnitude of development - It is considered that the development appropriately relates to the constraints of the application site, which is considered to have capacity for the proposed number of units. A condition has been recommended that relates the undertaking of the proposed development in accordance with specified number of units and ensures their future use for Class C3 purposes.

Siting – The development would follow the building line established by houses to the west of the site. The development would marginally project beyond the building line formed by neighbouring properties the east of the site (350 mm). The resulting impact would not be significant and balanced against the existing relationship with the public house that has staggered building line at the back of pavement that partially extends beyond the alignment of properties to the east. A clear demarcation would be maintained between the respective gable elevations and site boundaries. Minimum garden depths of 7.8 metres would be maintained. It is considered that the development would maintain an appropriate balance between built form and open space.

Height, scale and massing – Although the development introduces additional height to the site, it has been informed by the height, scale and proportions of housing built to the west of the site and approved under planning permission ref: 108423/FO/2015/N2. The development also references in the height and scale of development to the east of the site, i.e., Gransmoor Avenue. The development acknowledged the characteristic of larger scale housing in the area. The adjacent properties to the east of the site have ridge height of 9.3 metres. This variance would add interest to the streetscene and provide high level spaces that would help to define new and existing built form. The scale and massing of the principal elevation would be suitably relieved through the inclusion of projecting bays and the configuration of the development. On balance, it is considered that the proportions of the development would relate appropriately to the constraints of the site and its setting.

Design - The proposed development presents contemporary interpretation of terraced housing. The incorporation of gable elevations and pitched roofs is an acknowledgement of the style and character of surrounding housing. The vertical proportions of front windows have been

influenced by Victorian and Edwardian terrace houses in the neighbouring area and the composition of more contemporary housing to the west of the site. Proposed windows and doors would be set within recessed black uPVC frames. The use of brick and sills with brick header Soldier courses would be acknowledge the character of the existing building. Similarly, the use of brick walls and railings would give the development identify with the streetscene and satisfactorily demarcated public and private space. The formation of front and rear garden areas to provide an appropriate setting to the proposed housing in relation to the street and private access road. A condition has been included to ensure the approval of external materials. The proposed design is considered to be acceptable.

Inclusive access - The development has been designed to incorporate inclusive access the formation of level thresholds to the front and rear external doors. The layout of the development would secure appropriate circulation spaces and appears to have the potential for adaptation of internal space to meet changing needs.

Crime and Security -The applicant has ensured that the demarcation of public and private spaces and garden areas through appropriate boundary treatment. The proposed car parking space adjacent to the street would be visible from Ashton Old Road with an in curtilage space overlooked by rear windows. Appropriate natural surveillance would achieved to the front and rear of each house. In response to the comments of GM Police, a condition has been included to secure the approval of the specification and appearance of boundary details including rear access gates to Club Street. The recommendation of GM Police has been included as an informative. It is considered that satisfactory consideration has been given to crime reduction through the submitted design.

Boundary treatment - Proposed boundary treatments would comprise of:

- i. The front gardens and a returning section to Club Street would be enclosed with low wall with brick piers and in-fill railings to a maximum height of 1.1 metres.
- ii. The boundary wall to Club Street would be enclosed by a 1.8 metre high brick wall with returning section of wall would meet the side wall of Plot 1. A condition has been included to ensure the final approval of wall and gates heights and specification that meet the requirements of Highways and GM Police. It is also considered that a gate is required to manage access to the rear garden of plot 3 and the sub-division of individual front garden area. The development has been conditioned accordingly.
- ii. Rear garden areas would be sub-divided by 1.8 m feather board fencing which is considered to be appropriate.

Subject to the above conditions, it is considered that the appropriate boundary treatments would be provided.

Reducing carbon emissions and sustainable design – The design and access statement details the measures o be delivered by eh the development, including:

- i. Rainwater harvesting;
- ii. Measures to ensure efficient water usage, including appliance and bathroom fittings;
- iii. Thermal efficient construction techniques to secure energy reduction.

The above details are related to the development by condition. Further carbon reduction would be delivered by the provision of EV charging points and measures to promote sustainable transport options.

It is considered that these measures would be acceptable and proportionate.

Air quality - The submitted air quality report identifies, the construction period as the most likely source of air pollution with very little impact associated with the occupation of the development. The finding of the air quality report have been related to the development by conditions relating to the management of demolition and construction. A condition has also been included to ensure the delivery of EV charging points as part of the development. It is considered that the conditioned response are proportionate to the magnitude of the development and the maintenance of air quality.

Electric vehicle (EV) charging points - As stated a condition has been recommended to ensure that each house has the indicated in-curtilage EV charging point at the time of occupation, to an appropriate charging capacity, which shall be retained in situ thereafter.

Car parking and highways issues - The constraints and configuration of the site would prevent the formation of car parking spaces within each individual plot. It would; not be appropriate for plots 2 and 3 to have parking directly accessed from Ashton Old Road, due to the disruptive impact on traffic flows and the operation of the cycle lane. A parking arrangement to each unit involving access via Club Street would not be viable due to the resulting loss of gardens and insufficient manoeuvring space. The development would provide in curtilage car parking with appropriate manoeuvring space for plot no.1 . The formation of lay-by car parking has been informed by the existing circumstances whereby, in the absence of a footpath at the side of the public house, cars as are parked alongside its western elevation. An offsite highways condition, including the provision of H bars to Club Street, has been included. A separate condition has been included to ensure the demarcation of lay-by space spaces for plots 2 and 3 for private residential use. The development would reduce opportunities for on-street car parking. However, it is considered that the development would add the management of parking in the area, which currently involves 'banking' on to the pavement. A condition has been included to ensure that appropriate boundary treatment is provided that would maintain appropriate visibility is provided on to Club Street.

Off-site highways works - A condition has been included to ensure that all necessary works to the adjacent highways that are related to the development are undertaken prior to the occupation of the development. It is considered that these measures would ensure that the development would unduly harm the surrounding highway.

Cycle storage - Each house would incorporate a timber cycle storage shed. A condition has been included to ensure that details of the appearance and security specifications of the cycle store are submitted, approved and implemented prior to occupation of the development (and maintained in situ at all times thereafter. Its is considered that the development will thereby be supported with capacity to support the delivery of sustainable transportation options.

Demolition Management Plan (DMP) - The development has been related to a DMP sets out the methodology for demolition, arrangements for building deconstruction, provision of site enclosures and anticipated vehicle movements. The environmental impacts have been assessed alongside proposed mitigation measures. The DMP has been read in conjunction with the submitted bat survey that indicates that bat are not current presents within the site. It is considered that the DMP would incorporate appropriate mitigation measures and safeguards to protected species and have been conditioned accordingly.

Construction Management Plan (CMP) - Given the relationship of the site to neighbouring houses, it is considered that the undertaking of construction will need to be appropriately managed. The applicant has been previously advised of the need to support the development with a CMP. The submitted CMP gives significant certainty regarding the appropriate

management of construction. It includes a swept path analysis that demonstrates that construction vehicles would access and egress Club Street in forward gear and utilise a site compound to be formed within the AEU car park. Given the very close proximity of the AEU car park, it is not considered that its use as compound would necessitate a temporary planning permission. Notwithstanding the above, the CMP does not include that the required details for the establishment of the site compound areas, contractor car parking, operating hours in close proximity to housing and arrangements for wheel washing and street sweeping. The previously advised CMP pre-commencement condition has therefore been included. The recommendations in the air quality assessment are related to the demolition and construction phase by condition.

Waste management - The applicant has demonstrated that the site has the capability and capacity to accommodate waste and recyclable material, which accords to current City Council guidance. The following bins and containers would be contained within the rear gardens and screened from the street by garden fences:

- 1 x mixed waste bin (grey);
- 1 x glass and plastic (green);
- 1 x cardboard / paper (blue);
- 1 x food caddy.

A condition has been included to relate these details to the development.

Noise – The application has been assessed with regard to the impact of noise from Ashton Old Road. The findings of the acoustic report have been assessed by Environmental Health. Whilst there is sufficient certainty that appropriate noise insulation can be delivered, it has been necessary for a condition to be included that requires clarification of methodology of the acoustic assessment to determine the suitability of required attenuation measures. An assessment of noise with garden areas is also required. The provision of supplementary details would secure appropriate noise attenuation and to safeguard amenity.

Land conditions - The applicant has submitted a ground condition survey that has been assessed and gives assurance that issues relating to historic land contamination are capable of being addressed. Whilst the preliminary risk assessment is considered to be acceptable further details are required in relating to the details of the site investigation and the proposed remediation strategy. These details can be secured through the included condition to ensure the appropriate approval and implementation of an appropriate remediation strategy and all necessary mitigation works.

Flood risk and site drainage – The application site is located in Flood Zone 1. Given its location and magnitude, the development does not require a flood risk assessment. However, the drainage requirement of the development has been assessed and a condition requested by the FRMT and UU have been related to the development by conditions, namely:

- i. The provision of a SUDS scheme as part of the development;
- ii. The implementation of an approved scheme for the subsequent management and maintenance of the drainage scheme.

Landscaping – The constraints of the site present limited opportunities in for significant landscaping. However, the development would incorporate grassed rear gardens, which would improve upon the existing hard surfaced area. A landscaping condition has been included to ensure the delivery of hard and soft landscaping and confirmation of tree species to be included as part of the development.

Ecology and bio-diversity - The development has been related to the findings of the submitted bat survey and an informative included advising of the measures to be undertaken if bats and / or their habitats are encounter upon implementation of the development. Although the site is bounded by an adjacent site with dense shrubbery and tree planting the external areas within does not contain trees and limited vegetation. A condition relating to tree removal is therefore not considered to be necessary. Notwithstanding the limited opportunities for biodiversity within the site, a condition has been included to ensure that the following measures include within the ecology report are implemented as part of the development:

- i. Provision of two bird boxes;
- ii. Provision of two bat features.

Conclusion - The development would secure the residential use of a previously developed parcel of land with use that is considered to be no longer viable. A satisfactory quality of design has been proposed and the internal space would meet the Council's space criteria. Any potentially harmful impact of the development on residential amenity has been either addressed through the submitted details or is capable of being addressed by condition. The development would positively contribute to the supply of family housing in the local area. The proposed development is therefore considered to be acceptable.

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case officers and the applicants (through their appointed representatives) engaged and secure the submission of further details required in response to statutory consultations. The submitted and supplementary information has allowed the comprehensive assessment of the planning application.

Condition(s) to be attached to decision for approval

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 and stamped as received by the City Council as local planning authority on 4 April 2022, 27 April 2022 and 8 July 2022 and referenced:

Planning application forms

Proposed Floor Plans and Elevations Ref: 000_10400 Rev P2

Streetscene Ref: 70404 Rev P0

Site location plan (Proposed) Ref: 0000_70400 Rev P04

Site location plan (Existing) Ref: 0000_70401 Rev P0

Demolition plan Ref: 0000_70402 Rev P04

Larger vehicles swept path analysis Ref: J32-5863-PS-003

Car parking swept path analysis Ref: J32-5863-PS-005

Topographic drawings ref: 1176/01 and 1176/02

Planning/Design and Access Statement - Demolition and residential development of the former The Grove Public House, Ashton Old Road, Manchester on behalf of KMM Homes dated March 2022

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

3) Notwithstanding the brick colouration indicated on the Proposed Floor Plans and Elevations Ref: 000_10400 Rev P2, before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development and external hard surfaces 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, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) The planning permission hereby granted relates to the formation of: 3 x 3-storey, three bedroom houses (Class C3) as shown on the approved drawings.

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

5) 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 HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

6) 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 garages, extensions, porches or outbuildings shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity, pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

7) 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 dwellinghouses hereby approved other than those shown on the approved drawings referenced:

Proposed Floor Plans and Elevations Ref: 000_10400 Rev P2
Streetscene Ref: 70404 Rev P0
Site location plan (Proposed) Ref: 0000_70400 Rev P04

Reason - In the interests of residential amenity, pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

8) Before the occupation of the development windows to indicated as bathrooms and windows in the west and east elevation (ground to second floor inclusively, as detailed on drawing referenced: Proposed Floor Plans and Elevations Ref: 000_10400 Rev P2, shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

9) Before the occupation of the authorised development, full details and specifications of all off-site highways works, including highways and footpath reinstatement to Ashton Old Road and Club Street and associated road markings shall be submitted to and approved in writing by the City Council as local planning authority. The required works shall be fully implemented prior to the first occupation of any part of the development and maintained in situ thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

10) Before the occupation of the authorised development, details of the design and appearance of the cycle stores as on drawing referenced: Site location plan (Proposed) Ref: 0000_70400 Rev P04 shall be submitted to and approved in writing by the City Council and local planning authority. The approved details shall be fully implemented prior to the occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage of cycles, pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

11) Before the occupation of the authorised development, car parking areas shown on drawing referenced: 18.07 PL03 P1 Proposed Site Ground Plan shall be surfaced and made available for use. The car parking spaces allocated to Plots 2 and 3 shall be demarcated for use of residents (of the development hereby approved) prior to the occupation of the approved 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.

12) Before the occupation of any part of the authorised development, the finalised details of wall, railings fencing gates shall be submitted to and approved in writing by the City Council as local planning authority. The submitted details shall include:

- i. Details of the boundary treatment along the western boundary to Club Street, including means of enclosing the parking space to Plot 1 with maintained visibility splays indicated and gate specification to the access to the rear of Plots 1 and 2;
- ii. Confirmation of the means of enclosure to the the northern and eastern boundaries.
- iii. Provisions and specification of gates to access the side (western and eastern elevations) of Plots 1 and 3;
- iv. The siting and appearance of boundary fencing demarcation front gardens to Plots 1 and 3 (inclusively).

The approved details shall be implemented as part of the development and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity, pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

13) The development is to be undertaken in accordance with the waste management strategy comprising document and drawing referenced: Waste Management Proforma Ref: The Grove Public House, 1515 Ashton Old Road, Manchester M11 1GR February 2022 (v2) and drawing ref: Site location plan (Proposed) Ref: 0000_70400 Rev P04. The agreed arrangement including the associated bin storage structures shall be implemented in full prior to the first occupation of the authorised houses and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

14) 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 policies DM1 and EN18 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

15) Development hereby approved shall be implemented in accordance with the demolition management plan comprising: drawings ref: Demolition plan Ref: 0000_70402 Rev P04 and Larger vehicles swept path analysis Ref: J32-5863-PS-003 and document ref: Demolition plan Ref: 0000_70402 Rev P04 and documents ref: KMM Civil Engineering Ltd - Demolition works Ref The Grove Pub - Method Statement Revision - Method Statement – MA 001 – (30.03.2022) Title: Demolition works to the Grove Public House for KMM Homes and Section 5.1 Construction Phase Assessment of document ref: KMM Homes Former Grove Public House Air Quality Screening Assessment dated March 2022 by Wardell Armstrong. The approved measures shall be implemented upon commencement of the development and at all times throughout the consultation period.

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

16) 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;
- ix. Sheeting over of construction vehicles.

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.

17) The development shall be implemented in accordance with document referenced: KMM Homes Former Grove Public House Air Quality Screening Assessment dated March 2022 by Wardell Armstrong, including the safeguards to air quality during the demolition and construction phases of the development. The approved measures shall maintained in situ throughout the respective demolition, construction and operational (post occupation) phases of the development.

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

18) Before the occupation of the development, electric vehicle charging points shall be installed in accordance with the details specified on drawing referenced: Site location plan (Proposed) Ref: 0000_70400 Rev P04, and maintained in situ thereafter.

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

19) Development shall not begin until a surface water drainage scheme 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.

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 for the City of Manchester.

20) Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

21) Prior to first occupation of the development the measures to secure carbon reduction and environmentally sustainable design as specified in document referenced Planning/Design and Access Statement Demolition and residential development of the former The Grove Public House, Ashton Old Road, Manchester submitted on behalf of KMM Homes dated March 2022 (Section 4.3 Waste and energy efficiency) shall be fully implemented and maintained in situ at all times thereafter.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1, T2, EN4, EN8 and DM1 of the Core Strategy for the City of Manchester and the principles contained within the Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

22) a) Before the development commences 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 potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. 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:

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 Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and the National Planning Policy Framework.

23) Before the occupation of the development, the following measures for bio-diversity enhancement, as set out in document ref: Preliminary Ecological Appraisal The Grove Inn, Club Street, Openshaw, Manchester Ref: P.1620.22 June 2022 Rev B dated 24 June 2022 by Ascerta shall be implemented:

- i. Provision of two bird boxes;
- ii. Provision of two bat boxes/bricks.

The implemented measures shall be maintained in situ at all times thereafter.

Reason - In order to enhance local bio-diversity through the provision of wildlife habitats, pursuant to policy EN15 of the Core Strategy for the City of Manchester and The National Planning Policy Framework.

24) Before the occupation of any part of the development, details shall be submitted to and approved in writing by the City Council as local planning authority relating the provision of bat bricks/boxes and bird boxes. The approved details shall be implemented in full upon first occupation of the development and maintained in situ at all times thereafter.

Reason - In order to enhance local bio-diversity through the provision of wildlife habitats, pursuant to policy EN15 of the Core Strategy for the City of Manchester and The National Planning Policy Framework.

25) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, details the tree species to be incorporated into the hard and soft landscaping details specified on drawings referenced: Site location plan (Proposed) Ref: 0000_70400 Rev P04, which shall thereby constitute the landscaping scheme. The hard and soft landscaping shall be implemented before the occupation of the development and tree planting completed within the first full planting season following the completion of the development. The phases of the landscaping scheme shall be maintained in situ at all times following their implementation. If within a period of 5 years from the date of the planting, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

Informatives

1. Information for Developers guidance documents can be downloaded using the following link:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2. Guidance for developers relating to construction and demolition can be found via the following link:
http://www.manchester.gov.uk/download/downloads/id/15267/controlling_pollution_from_construction_sites.pdf
and IAQM/EPUK Construction Guidance at:
<http://iaqm.co.uk/guidance/>

3. The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

4. The required construction management plan (CMP) should include details for the establishment of the site compound areas, contractor car parking, operating hours and arrangements for wheel washing and street sweeping.

5. The applicant should be advised that all gated accesses will need to provide inward

opening gates to ensure they do not impact on the adopted footway or highway.

6. Off-site Highways works - Any alterations to the highway will need to be undertaken through S278 agreement between the developer and the Council, which would include any required technical approval. The advice can found via the following link:

https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_section_278_agreements/category/355/highways_and_pavements

7. Drainage - The required surface water drainage scheme shall also include:

- i. Surface water drainage layout including discharge points, proposed attenuation and proposed overland flow routes for extreme events (up to a 1 in 100 year including 45% climate change allowance).
- ii. Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- iii. Evidence shall be presented that surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment has been retained through to final design (provide at least a 50% reduction in runoff rate compared to the existing rates, with an aim to reduce to greenfield rate, as the site is located within Conurbation Core Critical Drainage Area).
- iv. Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- v. Hydraulic calculations to support the drainage proposal.
- vi. Details of how the scheme shall be maintained and managed after completion.

8. Acoustic Assessment- The following comments are made in relation to the Y Acoustics report dated 30 March 2022:

- i. The acoustic consultant has not included the noise measurement data in the report. This data is required to facilitate full comments regarding the suitability of the glazing proposals to ensure that the internal noise levels meet the MCC noise criteria. The calibration certificate for the sound level meter is also requested.
- ii. No assessment has been made regarding the noise levels in the gardens at the proposed development. Table 7 lists the façade noise levels at the development, and according to this the MCC noise criteria for external areas will not be achieved.
- iii. Section 5.2.4 of the report is not accepted. The rooms on the north facing facades will not meet the MCC noise criteria if windows are opened to control overheating. Mechanical ventilation will be required for the site and an overheating assessment will be necessary.

9. Land contamination - Whilst the details of the Phase I assessment is accepted, a Phase II assessment will be need to be submitted once demolition of the existing structures has been completed.

10. Air quality - It is recommended that reference is made to Council AQ Guidance Note for EV charge points and IAQM Planning guidance for further information on boilers etc.

11. It is recommended that proposed development should be designed and constructed to Secured by Design standards, including laminated glazing; security certified windows and doors

(please see www.designforsecurity.org/secured-by-design/ or www.securedbydesign.com for more information). The following further measures are recommended:

- i. All garden boundary treatments adjacent to publicly accessible land In particular the rear boundary should be 2100mm.
- ii. Entrance gates should be installed that lead to the rear of the property and should be set forward as close to the building line as possible
- iii. 'Dusk til Dawn' lighting should be installed on all external doors in particular the side elevation.
- iv. Any external bin store should be a secure, lockable and fire resistant enclosure.

12. Whilst the building to be demolished has been assessed as low risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Appendix 1 – List of consultees & neighbours notified

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

1502 Ashton Old Road, Manchester, M11 1HN
1500 Ashton Old Road, Manchester, M11 1HN
7 Gransmoor Avenue, Manchester, M11 1HR
6 Gransmoor Avenue, Manchester, M11 1HR
1507 Ashton Old Road, Manchester, M11 1HH
1505 Ashton Old Road, Manchester, M11 1HH
1503 Ashton Old Road, Manchester, M11 1HH
1501 Ashton Old Road, Manchester, M11 1HH
1499 Ashton Old Road, Manchester, M11 1HH
Openshaw A E U Club, 14 Club Street, Manchester, M11 1NF
16 Club Street, Manchester, M11 1NF
Flat B, 1504 Ashton Old Road, Manchester, M11 1HN
16 Backwell Street, Manchester, M11 1NE
1512 Ashton Old Road, Manchester, M11 1HN
3 Gransmoor Avenue, Manchester, M11 1HR
Flat A, 1504 Ashton Old Road, Manchester, M11 1HN
8 Gransmoor Avenue, Manchester, M11 1HR
5 Gransmoor Avenue, Manchester, M11 1HR
2 Gransmoor Avenue, Manchester, M11 1HR
1 Gransmoor Avenue, Manchester, M11 1HR
18 Backwell Street, Manchester, M11 1NE
25 Backwell Street, Manchester, M11 1NE
14 Backwell Street, Manchester, M11 1NE
12 Backwell Street, Manchester, M11 1NE
10 Backwell Street, Manchester, M11 1NE
1525 Ashton Old Road, Manchester, M11 1GR
1523 Ashton Old Road, Manchester, M11 1GR

1514 Ashton Old Road, Manchester, M11 1HN
1510 Ashton Old Road, Manchester, M11 1HN
1508 Ashton Old Road, Manchester, M11 1HN
1496 Ashton Old Road, Manchester, M11 1HN

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

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: NORTH