

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131914/FO/2021
Date registered valid: 3 November 2021
Proposal: Conversion of basement into 1 no. self-contained flat together with associated elevational alterations, landscaping, bike and bin store and car parking
Address: 286 Burton Road, Manchester, M20 2NB
Ward(s): Didsbury West Ward
Applicant: Mayfair Development 63 Elm Grove, M20 6PL
Agent (if any): Mrr Eu Weng Ang 6 Semington View, Manchester, M28 3UZ
Case officer: Linda Marciniak
Tel: 0161 234 4636
Email: linda.marciniak@manchester.gov.uk
Recommendation: Approve
Date of recommendation: 20 January 2022



Application details

Type of application: Full Application Consent
Development type: Minor Other
Date of site visit: 24 November 2021
Standard consultations: Printed: 9 November 2021 Expired: 30 November 2021
Neighbour notifications Printed: 9 November 2021 Expired: 30 November 2021
Site notice Posted: 12 November 2021 Expired: 3 December 2021
Press advert Published: 16 November 2021 Expired: 7 December 2021
Departure from Development Plan: No
Environmental Statement: Not required
Listed building: Not applicable
Conservation area: Albert Park Conservation Area 1988
Tree Preservation Order: Not applicable

Description of site/building

The application relates to the left-hand property of a pair of semi-detached, red-brick Victorian villas with attics and basements situated on the western side of Burton Road in the Albert Park Conservation Area. The property is currently in use as three flats, one in each of the ground, first and second floors. It is set back from Burton Road with a lawn area to the front and a hard-standing area to the rear. Access to the rear is taken from a path at the south side of the property.

Description of area

The area is predominantly residential, characterised by flat conversions, and is close to Withington Hospital.

Description of development

Conversion of basement into 1 no. self-contained flat together with associated elevational alterations, landscaping, bike and bin store and car parking.

The application site was subject to planning approval in 2017 for the 'Conversion of basement into a two-bed self-contained flat, installation of associated lightwells to the front and rear and bike/bin store at the front' (Ref: 115162/FO/2017)

The site has previously been subject to a refusal of planning permission (Ref: 113729/FO/2016) for the 'Conversion of basement into a three-bedroom self-contained flat (C3) and associated elevational alterations' for the following reasons:

1) The proposed creation of an additional three-bedroom residential unit within the building constitutes an overly intense use of the existing property resulting in increased noise and activity from comings and goings associated with the flats, increased level of refuse and bin storage which would be generated within the limited site and added pressure on the already limited amenity space. The proposal would have a detrimental impact on the amenity of the existing residents of the property as well as nearby occupiers of residential accommodation, contrary to Policies SP1 and DM1 of the Core Strategy, Saved UDP Policy DC5, and the Guide to Development in Manchester Supplementary Planning Document.

2) The existing property does not include sufficient arrangements for the parking of vehicles within the curtilage of the site and the creation of an additional three-bedroom flat would exacerbate on-street parking and highway difficulties in the locality to the detriment of highway safety and residential amenity. The development is therefore contrary to saved policy DC5 of the Unitary Development Plan for the City of Manchester and policies DM1, SP1 and T2 of the Core Strategy.

Consultations & Notification Responses

Neighbour notifications - One comment received:

Given the removal of the private garden to the rear, does that mean the objection to the balcony to the rear of my property as per my last planning application is no longer valid? It was always ridiculous in the circumstances.

They are not to erect scaffolding on my premises without my permission as has happened previously.

I would appreciate the minimum of disturbance to the guests staying in my home.

Highway Services comments:

The site is suitably accessible by public transport via bus services along Burton Road.

It appears that there are 3 existing flats and that the addition of a basement flat will make 4 flats.

The addition of 1 self-contained unit is not expected to generate trips that will impact local highway safety or operation.

A bike store for 3 cycles is located at the side of the property, this should provide for 4 bicycles - 100% provision.

Four car parking spaces (100% provision) are provided at the rear of the site, this is an increase of 1 space. The spaces are shown to be 2.4m wide x 5.194m length. The car park space sizes are considered acceptable in principle - subject to a 6m aisle width for manoeuvring.

The car park should be appropriately surfaced and marked out. It is also recommended that electric vehicle charging facilities are provided.

A bin store is provided adjacent to the bike store and it is expected that these will be brought to the Burton Road highway on collection days and returned to the store once emptied - this arrangement is considered appropriate.

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

Suggested Conditions

Cycle Store

Car Park - ELV

Environmental Health - Conditions

1.NSE4(a) Residential sound insulation

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

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

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Where applicable (vibration): Due to the proximity of the development to the(whichever train/tram line/source)..... it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise shall also be factored into the assessment and design.

Where applicable (entertainment/music): Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

Where applicable (airport): Noise survey data shall include measurements for aircraft movements (arrivals and departures) during both easterly and westerly conditions.

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.

2. REFUSE*

a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

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

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health.

*The bin provision for the basement flat is acceptable. However, I have looked at the rest of the site and it appears that there are three other flats within the same building. If this is the case, then it looks like the bin store will not be large enough to hold the required number of bins. As each flat will need a bin for general waste, pulpable recycling and mixed recycling.

3. AIR QUALITY*

a) Prior to commencement of the development mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

From the plans it appears that four parking spaces are being added to the development. For this development we recommend proposals for best practice principles for both the design and operational phases: MCC's Electric Vehicle Charging Best Practice Recommendations include 1 EV charge point (minimum 7kW) for each dwelling if the car parking spaces are allocated and for unallocated parking 1 EV (minimum 7kW) charge point, and cable routes for all other spaces.

Reference should be made to IAQM/EPUK guidance at <http://iaqm.co.uk/guidance> for other considerations, for example boiler emissions.

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

WDRA comments:

WDRA are opposed in principle to formation of additional housing units in basements of houses because they represent incremental increase in demand for limited local infrastructure services such as schools, doctors, roads. By virtue of the intensification of occupation they represent, basement flats diminish the amenity of the immediate neighbourhood and of other occupants of the host building.

In this present proposal WDRA would contend that the proposed 4 rear garden parking spaces are substandard in that the limited width would make access or egress from a parked vehicle very difficult for an able bodied person and probably impossible for anyone with a disability, or with a small child in a rear child seat.

The proximity of a parking space to the proposed lightwell serving basement flat bedrooms would be detrimental to the amenity of occupants of the new flat due to engine noise, fumes, doors slamming, low level people noise and overlooking.

The flat's outward opening ground floor access door would mean people walking out onto the sole vehicle access to parking spaces.

No detail is provided of any security measures accompanying the front garden cycle racks, giving rise to concerns as to the potential for cycle theft.

WDRA wish to object to the proposal on the following grounds;

Over development of property to the detriment of the amenity of the locality and increase demand for finite infrastructure services;

Negative impact on the amenity of existing house occupants due to increase in user numbers of common indoor and outdoor areas;

Substandard off road parking provision with cars parked side by side with insufficient space to facilitate access and egress to and from vehicles, loss of amenity for occupants of basement flat due to proximity of three rear lightwells to manoeuvring and parking vehicles with engine noise, noxious fumes and slamming of doors plus people noise, poor accessibility of front garden recycling bins due to narrow access pathways, location of cycle racks in a visible front garden location with no apparent security measures.

Policies

National Planning Policy Framework (July 2021)

The National Planning Policy Framework replaced previous guidance in PPGs and PPSs, setting out the Government's planning policies and how they are expected to be applied. The NPPF underlines that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise, and that the Framework is a material consideration in planning decisions. The core message in the document is that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

Section 5 - Delivering a wide choice of high-quality homes - This guidance refers to the delivery of policies that will result in significant increases to the supply of housing. It specifically states that housing applications should be considered in the context of the presumption in favour of sustainable development. Local planning authorities should, subject to a range of specified criteria, seek to deliver a wide choice of high-quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

Section 9 – Promoting Sustainable Transport - Applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations with the aim of reducing emissions and improving air quality and public health.

Section 12 – Achieving Well-Designed Places - This guidance emphasises the importance of design to the built environment and its contribution to sustainable development and making places better for people and creating attractive, safe and accessible environments.

Section 16 – Conserving and Enhancing the Historic Environment – Decision-making is expected to preserve and enhance the historic environment.

Core Strategy Development Plan

Manchester's Core Strategy Development Plan Document now forms part of the development plan for Manchester and its policies provide the basis for planning decisions in the City. The Core Strategy replaces a large number of policies in the Unitary Development Plan; however, some of the UDP policies will remain extant until they are superseded by policies in a future Development Plan Document.

Policy SP1 sets out the key spatial principles which will guide the strategic development of Manchester and states that, outside the City Centre and the Airport, the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

- creating well designed places,
- making a positive contribution to health, safety and well-being,
- considering the needs of all members of the community, and
- protecting and enhancing the built and natural environment.

Policy H1 states that proposals for new residential development should contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design and density of a scheme should contribute to the character of the local area and should include usable amenity space and be designed to give privacy to both residents and neighbours. Priority should be given to sites which are in close proximity to centres of high frequency public transport routes and to the re-use of previously developed sites in sustainable locations.

Policy H6 - South Manchester Housing - South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within District Centres as part of mixed use schemes. Outside the District Centres priorities will be for housing which meets identified shortfalls, including family housing.

Policy T2 seeks to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and education opportunities.

Policy DM1 seeks to ensure that new development contributes to the overall aims of the Core Strategy. The issues which should be considered are those which will ensure that detailed aspects of new development complement the Council's broad regeneration priorities and particularly by contributing to neighbourhoods of choice.

Saved UDP Policies DC5.1 to DC5.3 relate to proposals to convert property to flats. Policy DC5.1 states that regard should be had to: The standard of accommodation; the effects on adjoining houses; the adequacy of car parking; general effects on the character of the neighbourhood; provision of adequate private outdoor amenity space; the desirability of achieving easy access for all and satisfactory provision of refuse storage and collection facilities.

Policy DC5.2 states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, and they will be particularly welcome where large, old, difficult to re-use properties are involved.

Policy DC5.3 states that notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which: Do not provide accommodation to the Council's current approved standards; are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion; involve conversion schemes without adequate private external amenity space; or are schemes without satisfactory refuse storage and collection facilities.

Saved UDP Policy DC18.1 - seeks to preserve and enhance the character of designated Conservation Areas.

Issues

Principle

This section of Burton Road is characterised by larger Victorian properties many of which have been converted into shared houses and flats with parking areas on either or both front and rear gardens. It is within a sustainable location well-served by public transport and close to amenities which meet everyday retail, leisure and recreational needs.

Saved UDP policy DC5 makes provision for houses to be converted to flats and, as this is the established character of the application site, there is no objection to the principle of the proposal. The issues below are material to the application.

The proposed scheme has been previously approved in 2017 and is considered acceptable in this instance as it complies with the approved plans.

Residential amenity

The layout of living and bedrooms mirrors the layout of the ground floor flat above which will reduce opportunities for noise transfer thus securing the amenity of existing occupiers. Environmental Health have assessed the scheme and recommended a condition for acoustic insulation. This is appended at the end of this report to mitigate the effects of nuisance noise. A further condition for the flat to be used solely within the C3 Use Class will limit the number of occupiers which will further limit noise outputs.

Light and ventilation are afforded by the proposed 2no. lightwells at the front and rear elevations. These are secured by 900mm high railings to both elevations. A new separate entrance is proposed on the side elevation alongside an existing entrance giving independent access for occupiers. This entrance is visible from the Burton Road highway which affords surveillance and therefore security of the threshold.

There are no windows proposed that afford intrusive overlooking and no requirements for obscure glazing as both the bathroom and en-suite are internal rooms.

The proposal is assessed as having an acceptable level of space as set out below.

Space standards

The proposal is for a 2-bedroom flat plus separate storage space totalling 86sqm. This includes a combined living room/ kitchen that is 6.4-metres x 5.5-metres, 2no. double bedrooms (one en-suite), separate family bathroom and storage space. The floorspace excludes two external areas created by the formation of lightwells.

Nationally described space standards require that 70m² of floor space is provided as a minimum for a 2-bed, 4-person one storey dwelling, plus 2m² of storage space. The proposed flat exceeds this standard and so is acceptable in this regard.

Amenity space

There is currently a small area of amenity space associated with the property with the rear area being mostly hard surfaced and used for parking and bin storage, and a lawn area to the front. It is considered impractical to expect the amount of amenity space to be increased but the proposal shows improvements to the quality of the landscaping provided to the front elevation which will improve the overall appearance of the dwelling in the street scene. A condition is appended for landscaping details to be submitted to ensure a high-quality landscaping scheme and to reduce the visual impact of the bin and cycles stores.

Parking

The parking area on the proposed drawings shows four spaces at the rear of the site. This level of parking meets the 100% parking requirement for the three existing and one proposed unit and so is acceptable for this scheme.

The drawings show the removal of an existing timber structure in the south-western corner of the rear garden which would have restricted the width of the access to parking at the rear, and also indicates how vehicles will manoeuvre within the site. Access to the rear is via the 3.1-metre wide gap at the side which is adequate for a single in-out passage of vehicles.

Highways have no objections to the parking arrangements for this scheme but have recommended 1no. electric vehicle charging point is included to meet the Council's and

government objectives towards carbon reduction and improving air quality. A condition is appended at the end of this report for details of the EV charging point to be submitted.

Cycle Store

Cycle storage for 4no. cycles within a covered shelter and combined with bin storage is proposed on the boundary with No.284, the adjoining property to the south, within the front garden area. The proposal is 1.9-metres high x 5.8-metres long and 1.8-metres deep maximum. This is considered to be a positive addition to the scheme, but a condition is appended to ensure the high quality of the structure and its impact within the street.

Refuse storage

The bin-store is indicated within the front garden area within the same structure for cycle parking noted above. This is the arrangement as approved in the 2017 application. Four no. bins are indicated which is solely for the use of the basement flat. It is considered that the condition recommended above is appended to cover the bin store to ensure the high quality of the structure and its impact within the street scene.

Impact on the buildings and the street scene and character of the conservation area

It is considered that the physical works to open up the basement, lightwell and stores would have a minimal impact on the character of the buildings and on the surrounding area provided the recommended conditions are implemented. An opportunity exists to improve the appearance of the frontage through considerate planting and screening. Details are required to be submitted through the landscaping condition at the end of this report. Other than the railings, side door and windows below ground level, no new materials are proposed. A condition requiring the materials to be implemented in accordance with the details specified in Condition 2 below is therefore appended.

Other matters

The application received an objection from WDRA and neutral comments from a neighbouring occupier.

WDRA's concerns relate to the intensification of use, amenity of existing and future occupiers, parking and bin and cycle stores.

The issues raised by WDRA have been addressed in this report. It is noted that the same concerns were raised by WDRA in the two previous applications.

The neighbouring occupier's comments relate to civil matters that are outside the scope of the planning regime, and a previous planning decision on his property.

Any access requirements need to be resolved between neighbours should this be required to implement the proposal.

The previous planning matter is not material to the assessment of this application.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner and no significant issues have arisen whilst dealing with the application. The application has been dealt with in a timely manner and in accordance with the Development Plan.

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

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received on the 13th of October 2021 or as stated:

Application Form

Location Plan 889-01-001

Existing Floor Plan 889-01-003

Existing Elevations 889-01-006

Existing & Proposed Site Plan, Bin Store and Bike Stand 889-01-005 P2, 3 Nov 2021

Proposed Floor Plan 889-01-004

Proposed Elevations 889-01-007

Waste Management Proforma, 3 Nov 2021

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

3) The materials to be used on the elevations of the development hereby approved, shall be implemented in accordance with the details as set out in the application form and proposed drawings as specified in Condition 2 of this Decision Notice.

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

4) Prior to first occupation of the basement flat hereby approved, the submitted bin store and cycle store indicated on the approved drawings shall be implemented and made ready for use in

accordance with the details as submitted and specified in Condition 2 of this Decision Notice. The bin and bike store shall be retained and maintained in situ at all times whilst the development is in use thereafter.

Reason - In the interests of residential amenity and safeguarding the character of the conservation area, pursuant to policies DM1 and EN3 of the Core Strategy and Saved UDP Policy DC18.1.

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

Reason – In the interests of residential amenity, to secure a reduction in noise pursuant to saved UDP policies DC26 and DC1 and policies SP1 and DM1 of the Core Strategy.

6) No development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

7) Prior to first occupation of the development hereby approved, details, including an elevational drawing and site plan, showing the provision of a 7Kilowatt Electric Vehicle Charging Point within the curtilage of the site, shall be submitted to and approved in writing by the City Council as local planning authority. The EV charging point shall be retained and maintained at all times thereafter whilst the development is in use.

Reason – To secure a reduction in vehicle emission and improvements in air quality in accordance with the National Planning Policy Framework (2021) Chapter 9 (Promoting Sustainable Transport) and policies SP1, DM1 and T2 of the Core Strategy for Manchester.

8) 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 part of any dwelling shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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

Guidance, the National Planning Policy Framework and policies SP1, H7, H8 and DM1 of the Manchester Core Strategy (2012).

Informatives

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

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

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

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

West Didsbury Residents Association

249 Burton Road, Manchester, M20 2WA

Flat 3, 286 Burton Road, Manchester, M20 2NB

Flat 2, 286 Burton Road, Manchester, M20 2NB

Flat 1, 286 Burton Road, Manchester, M20 2NB

Flat 7, Westfield House, 280 - 282 Burton Road, Manchester, M20 2DH

Flat 4, Westfield House, 280 - 282 Burton Road, Manchester, M20 2DH

Flat 2, Westfield House, 280 - 282 Burton Road, Manchester, M20 2DH

Flat 2, 245 Burton Road, Manchester, M20 2NA

Flat 10, 288 Burton Road, Manchester, M20 2NB

Flat 6, 288 Burton Road, Manchester, M20 2NB

Flat 3, 288 Burton Road, Manchester, M20 2NB

Flat 1, 288 Burton Road, Manchester, M20 2NB

284 Burton Road, Manchester, M20 2NB

Flat 8, Westfield House, 280 - 282 Burton Road, Manchester, M20 2DH

Flat 6, Westfield House, 280 - 282 Burton Road, Manchester, M20 2DH

Flat 5, Westfield House, 280 - 282 Burton Road, Manchester, M20 2DH

Flat 3, Westfield House, 280 - 282 Burton Road, Manchester, M20 2DH

Flat 1, Westfield House, 280 - 282 Burton Road, Manchester, M20 2DH

288 Burton Road, Manchester, M20 2NB

245 Burton Road, Manchester, M20 2NA

Flat 8, 288 Burton Road, Manchester, M20 2NB

Flat B, 288 Burton Road, Manchester, M20 2NB

Flat A, 288 Burton Road, Manchester, M20 2NB

Flat 1, 245 Burton Road, Manchester, M20 2NA

Flat 12, 288 Burton Road, Manchester, M20 2NB

Flat 11, 288 Burton Road, Manchester, M20 2NB

Flat 9, 288 Burton Road, Manchester, M20 2NB

Flat 7, 288 Burton Road, Manchester, M20 2NB

Flat 5, 288 Burton Road, Manchester, M20 2NB

Flat 4, 288 Burton Road, Manchester, M20 2NB

Flat 2, 288 Burton Road, Manchester, M20 2NB

247 Burton Road, Manchester, M20 2WA

54 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX

53 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX

52 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX

51 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX

50 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX

49 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX

48 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX

47 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX

46 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX

45 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX

44 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX

43 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Conservation Area - Albert Park Conservation Area 1988

Area Team Boundary - Name: SOUTH