

Planning

Growth & Development

Delegated officer report for planning application

Application no. 126925/JO/2020

Date registered valid: 18 May 2020

Proposal: Variation of condition number 2 (specified plans) from planning approval reference 124999/JO/2019 to allow: amendments to the proposed parking area and front boundary wall

Address: 302- 304 Burton Road, Manchester, M20 2NB

Ward(s): Didsbury West Ward

Applicant: Manchester Islamic Centre, 271 Burton Road, Manchester, M20 2WA

Agent (if any): Mr Saghir Hussain, Create It Studio Architects, Universal Square, Devonshire Street North, Manchester, M12 6JH

Case officer: Robert Griffin
Tel: 0161 234 4527
Email: r.griffin@manchester.gov.uk

Recommendation: APPROVE

Date of recommendation: 13.07.2020

Application details

Type of application: Variation or Removal of Condition

Development type: Minor Dwellings

Date of site visit: No site visit undertaken due to Covid 19 pandemic. Site notice posted 26th May. The site has been visited by the case officer when dealing with the original consent and the subsequent variation approved in November 2019.

Standard consultations:

Printed: 20 May 2020 Expired: 10 June 2020

Neighbour notifications

Printed: 20 May 2020 Expired: 10 June 2020

Site notice

Posted: 26 May 2020 Expired: 16 June 2020

Press advert

Published: 26 May 2020 Expired: 16 June 2020

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Albert Park Conservation Area 1988

Tree Preservation Order: Not applicable but within CA

Description of area

Burton Road runs north south between Withington District Centre at the junction with Wilmslow Road and Barlow Moor Road. Burton Road is predominantly fronted by residential properties however there is the commercial 'Burton Road' local centre located centrally along its route.

The application properties are located towards the southern end of the road which is predominantly residential in character, although Withington Community Hospital is to the north and the Didsbury Mosque is located directly opposite on the eastern side of Burton Road. The application properties are located on the edge of the Albert Park Conservation Area with the rear garden boundaries forming the western edge of the Conservation Area.

This part and side of Burton Road is made up of 2/3 storey red brick residential properties with a mix of detached and semi-detached units many have been converted into flatted residential units and as a consequence car parking is limited, although frontage car parking behind boundary falls is prevalent here. Two storey Victorian terrace properties are located on the eastern side of the road further north from the application properties.

Albert Park Conservation Area was designated in March 1988 and the boundaries are Barlow Moor Road to the south, Withington Hospital and Government buildings to the West, the disused Midland railway line to the north and Palatine Road to the east, the latter being a common boundary with the Blackburn Park conservation area. Albert Park Conservation Area Five nearly parallel roads - Burton Road, Northern Grove and Cresswell Grove, Clyde Road, Old Lansdowne Road and Palatine Road - form the basic structure of an area of housing constructed principally during the late Victorian period. The main aim of designation is to ensure that the character and quality of both the buildings and the spaces between them is retained. As with all conservation areas, attention must be paid to maintaining harmony with regard to building heights, the type and colour of materials.

Description of development

The original proposals approved under planning permission 119295/FO/2018 related to the conversion of basement and ground floor of number 302 into three no. self-contained flats making six flats in total and the conversion of the basement of number 304 to create two no. self-contained flats making seven flats in total together with associated car parking and landscaping.

The proposals did not include any additions or extensions to the property.

A previous variation of condition approval reference 124999/JO/2019 related to the insertion of windows and lightwells to the front sides and rear of 304 Burton Road.

The current variation of condition application relates to amendments to the proposed parking area and front boundary wall incorporating the same number of car parking spaces as previously approved on the site but re-arranged with an additional vehicle access onto Burton Road. The car parking is also subject of revised treatment from previously approved grasscrete the current proposals seek the use of a marshalls tegula drivesett.

Planning History

119295/FO/2018 - Conversion of basement and ground floor of number 302 into three no. self-contained flats making 5 flats in total and the conversion of the basement of number 304 to create two no. self-contained flats making seven flats in total together with associated car parking and landscaping. Approved 30.07.2018

112481/FO/2016 - Erection of a single storey rear extension to number 304 and conversion of basement of number 304 into one self-contained flat making seven flats in total and the creation of light wells and elevational alterations and internal reconfiguration of number 302 to form one additional self-contained flat making six in total (twelve flats in total for both properties) with associated car parking and landscaping. Withdrawn 19.12.2016

104332/FO/2013/S1 - 302 Burton Road - Erection of entrance canopy and ramp together with elevational alterations Approved 20.01.2014

101773/FO/2013/S1 - 302 Burton Road - Erection of single-storey rear extension to ground-floor flat

094108/FO/2010/S1 - 302 Burton Road - Part retrospective application for construction of lightwells to basement storage area Approved 18.11.2010

073997/FO/2004/S1 - 302 Burton Road - Conversion of ground floor and basement into 3 self-contained flats making 6 in total with associated car parking and alterations to boundary wall

Refused 25.01.2005 due to overdevelopment, lack of off street car parking, impact of car parking at front on character of the Conservation Area.

069288/FO/2003/S2 - 302 Burton Road - Conversion of basement and ground floor to create three additional flats, six flats in total Refused 18.12.2003 impact of car parking at front on character of the Conservation Area; and, lack of off street car parking..

Consultations & Notification Responses

A site notice was posted and the application was subject to neighbour notification and advertisement in the Manchester Evening News.

Highway Services – The proposed vehicle access and boundary wall adjustments are acceptable from a highway perspective. The provision of a vehicle crossover will need to be constructed in accordance with MCC standards under a section 184 vehicle crossing licence/agreement. A dropped crossing application can be processed via the following link: https://secure.manchester.gov.uk/forms/form/749/dropped_kerb

WDRA – Raised concerns with the protection of trees on the site. They note consent has recently been granted for the removal of a poplar tree from the site. The main concern is potential damage to the rooting area of the mature site trees because drives, paths, paving and kerbs are proposed to be laid within the root protection area of the trees. Tree protection is not discussed, nor the root protection areas shown, nor any method statement for the removal of tarmac currently beneath some of the trees. A less damaging option for creating an attractive parking surface beneath mature trees would be to lay cellular confinement (geogrid) and infill the grid with gravel (this has been done further up Burton Rd) or even to use grasscrete.

Construction of 2 bin stores is also proposed within the RPA of site trees at the rear of both properties. Other issues are that the large sycamore straddling 302 and 304 towards the back of the houses has displaced the boundary wall between the 2 houses. Drawing g200 p00 states that the wall is to be rebuilt. It is unlikely that the wall can be rebuilt as proposed without severing large supporting roots. It may be better to construct a fence instead.

12 cars parked at the front of the 2 properties with hardly any shrubs or screening vegetation will impact negatively on the amenity of the Conservation Area. We therefore ask for an element of screening boundary vegetation to be retained or replanted along the Burton Rd frontage to soften views of the forecourt.

Policy

Manchester Core Strategy Development Plan Document (2012) - The Core Strategy was adopted on the 11th July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan.

The Unitary Development Plan (UDP) for the City of Manchester (1995) - The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant Core Strategy policies for this application are as follows:

SP1 - Spatial Principles

DM1 - Development Management 1

T2 - 'Accessible area of opportunity and need'

EN3 - Heritage

The relevant UDP policies for this application are:

DC 5 - Flat Conversions
DC18 - Conservation Areas
DC26 - Development and Noise

The Guide to Development in Manchester SPD

Manchester Residential Quality Guidance 2016

National Planning Policy Framework

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 development.

Section 6 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 7 Requiring good design - 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.

The Development Plan

Manchester's Core Strategy Development Plan Document 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 although a number of the UDP policies remain extant.

Core Strategy Policy SP1 - sets out the key spatial principles which will guide the strategic development of Manchester to 2027 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.

Core Strategy Policy T2 - Accessible areas of opportunity and need - The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers including the Regional Centre, Oxford Road Universities and Hospitals and the Airport and is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and education opportunities

Core Strategy Policy H1 - Housing - 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 EN3 - Heritage Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Core Strategy Policy DM1 - Development Management - This policy 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.

Policy DC18.1 states the Council will give particularly careful consideration to development proposals within Conservation Areas.

a. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:

i) the relationship of new structures to neighbouring buildings and spaces;

- ii) the effect of major changes to the appearance of existing buildings;
- iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
- iv) the effect of signs and advertisements;
- v) any further guidance on specific areas which has been approved by the Council.

Issues

The principle for the development including the provision of 12 car parking spaces on the site and the resurfacing of the current tarmaced driveway areas to number 302 and 304 Burton Road have previously been considered acceptable. Consideration is now required of the amendment to the front boundary wall and the use of a changed driveway materials.

In this instance the minor amendment to the front boundary wall and repositioning of the existing stone pillar, and proposed driveway materials needs to be considered particularly in respect of any impacts on the visual amenity of the area and on the Albert Park Conservation Area.

Impacts on Albert Park Conservation Area

The amendment to the front boundary wall would result in the removal of a small section of wall to the front of 304 and 302 Burton Road amounting to approximately 2.7 metres. The existing stone pillar would be repositioned to allow access to a car parking space to number 304 Burton Road, whilst the removal of a section of wall to the front of 302 Burton Road would allow a rearranged car parking layout it is noted a number of properties on Burton Road have undertaken such boundary wall changes some with the removal of entire sections of boundary wall. As such there are now variations in boundary treatment along this section of the road and this part of the Conservation Area. However it is not considered that this sets a precedent. As such the retention of a majority of the front boundary wall to these properties is welcomed as is the re-use and repositioning of the existing stone pillar to the entrance. The retention of the boundary wall will also assist (alongside the retained trees) to limit the visual impact of the car parking on the site. It should be noted the approved arrangement at the front of the site (apart from the boundary wall change) mirrors that current proposed but retains a greater amount of landscaping at the front of number 302.



Boundary wall to number 304 and 302 (to the right) – The red boxes identify areas of wall to be removed.

Whilst the proposed changes would give rise to less than substantial harm to the conservation area it is considered the benefit derived from ensuring adequate on site car parking outweighs this harm.

Concerns have been received regarding impacts on trees adjacent and on the site. It is noted that the approved works would have resulted in the removal of hard surfacing in the form of tarmacked car parking at the site, a retained tree condition was previously attached to the approval to ensure those trees indicated as being retained were not removed or damaged by works. Given the proposed change in materials to the driveway in this instance it is considered appropriate to attach a further condition to ensure that works are undertaken in the most sensitive way in the vicinity of any encountered tree roots on the site through an arboricultural method statement.

Since the previous approval, approval has been given for the removal of a poplar tree within the rear garden of the property. This was a result of the tree being in a poor condition. This approval was linked to the planting of a replacement tree on the site. As such it is considered appropriate and reasonable that a landscaping condition be imposed for tree replacements to be provided on the site and the approval of the final details of other elements of the landscaping on the site.

Highway and Pedestrian safety - Highway Services raise no concerns with the proposed arrangement of accesses or car parking layout that has been submitted as part 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

The application has been determined in a positive and proactive manner seeking to resolve matters that have arisen during the consideration of the proposals. In this instance conditions have been proposed and a decision has been issued in a timely manner.

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 planning permission reference 119295/FO/2018 that date being 31st July 2018.

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:

Drawings:

302 Burton Road

Proposed Basement and Ground Floor Plan BR304 13

Proposed first and second floor plan BR304 14

Proposed side elevation reference BR304 16

Proposed front and rear elevation reference BR304 15

All received by the City Council as local planning authority on the 18th March 2018

304 Burton Road

Basement Plan reference A1233-A-G200-P01 Rev A

Proposed front and side elevation reference A1233-A-G200-E- 01 Rev A

Proposed side and rear elevation reference A1233-A-G200-E-02 Rev A

All received by the City Council as local planning authority on the 2nd October 2019

Documents

Revised Design and Access Statement received by the City Council as local planning authority on the 14th July 2018

A1233-A-G200-E-01 Existing and proposed boundary wall elevations

A1233-A-G200-P-00 proposed site plan both as received on the 18th May 2020

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) Notwithstanding the approved plans prior to the first occupation of the development hereby approved a scheme for the storage (including segregated waste recycling) and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interest of public amenity pursuant to policy DM1 of the Core Strategy.

4) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is occupied.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

5) Notwithstanding the approved plans no part of the development shall be occupied until space and secure facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

6) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

7) Prior to any works commencing to remove the existing hard surfacing at the property, rebuild boundary walls or the installation of bin store, an arboricultural method statement shall be submitted to and approved in writing by the City Council as local planning authority. The submitted method statement should set out details of how proposed works are to be undertaken in the vicinity of trees on and adjacent the site. The development shall be subsequently carried out in accordance with the agreed details.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

8) Notwithstanding the approved plans within one month of the commencement of development a hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority, this shall include details of replacement tree planting. 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.

9) The car parking layout as indicated on the approved plans shall be surfaced and laid out in accordance with the agreed details prior to the first occupation of the development hereby approved and shall be retained in situ thereafter.

Reason - To ensure the provision of adequate off street car parking is available for the development pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC5.

Appendix 1 – List of consultees & neighbours notified

Highway Services

302A Burton Road, Manchester, M20 2NB
Flat 4, 302 Burton Road, Manchester, M20 2NB
Flat 3, 302 Burton Road, Manchester, M20 2NB
Flat 2, 302 Burton Road, Manchester, M20 2NB
Flat 1, 302 Burton Road, Manchester, M20 2NB
Flat 2, 300 Burton Road, Manchester, M20 2NB
Flat 3, 300 Burton Road, Manchester, M20 2NB
Flat 1, 304 Burton Road, Manchester, M20 2NB
Flat 12, 144 - 146 Barlow Moor Road, Manchester, M20 2UT
269A Burton Road, Manchester, M20 2WA
Flat 7, 142 Barlow Moor Road, Manchester, M20 2UT
Flat 6, 142 Barlow Moor Road, Manchester, M20 2UT
Flat 8, 144 - 146 Barlow Moor Road, Manchester, M20 2UT
Flat 6, 144 - 146 Barlow Moor Road, Manchester, M20 2UT
Flat 3, 144 - 146 Barlow Moor Road, Manchester, M20 2UT
Flat 10, 144 - 146 Barlow Moor Road, Manchester, M20 2UT
269 Burton Road, Manchester, M20 2WA
Flat 4, 142 Barlow Moor Road, Manchester, M20 2UT
70 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX
68 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX
Flat 1, 144 - 146 Barlow Moor Road, Manchester, M20 2UT
Flat 11, 144 - 146 Barlow Moor Road, Manchester, M20 2UT
142 Barlow Moor Road, Manchester, M20 2UT
300 Burton Road, Manchester, M20 2NB
Flat 9, 144 - 146 Barlow Moor Road, Manchester, M20 2UT
Flat 7, 144 - 146 Barlow Moor Road, Manchester, M20 2UT
Flat 5, 144 - 146 Barlow Moor Road, Manchester, M20 2UT
Flat 4, 144 - 146 Barlow Moor Road, Manchester, M20 2UT
Flat 2, 144 - 146 Barlow Moor Road, Manchester, M20 2UT
Flat 1, 300 Burton Road, Manchester, M20 2NB
Flat 5, 142 Barlow Moor Road, Manchester, M20 2UT
Flat 3, 142 Barlow Moor Road, Manchester, M20 2UT
Flat 2, 142 Barlow Moor Road, Manchester, M20 2UT
72 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX
71 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX
69 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX
67 Barlow Moor Court, Barlow Moor Road, Manchester, M20 2UX
Flat 1, 142 Barlow Moor Road, Manchester, M20 2UT
Flat 5, 304 Burton Road, Manchester, M20 2NB
Flat 4, 304 Burton Road, Manchester, M20 2NB
Flat 3, 304 Burton Road, Manchester, M20 2NB
Flat 2, 304 Burton Road, Manchester, M20 2NB

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

Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH