

Application Number	Date of Appln	Committee Date	Ward
137769/FO/2023	31 Aug 2023	28 June 2024	Didsbury West

Proposal Erection of a single-storey rear and side extension to create additional retail space, internal bin store and WC and installation of new shop front and associated balustrading to forecourt.

Location 190 Burton Road, Manchester, M20 1LH

Applicant Mr Kashif Javed Iqbal

Agent Mr M Ahmed, M1 Architecture Ltd

Executive Summary

The applicant is proposing to erect a single-storey rear and side extension to create additional retail space, internal bin store and WC, along with a new shop front and balustrading to forecourt. Two letters of objections have been received from local residents and objections have been received from Ward Members. The main concerns raised include impact on residential amenity, the character of the Conservation Area and pedestrian/highway safety.

Description

190 Burton Road is a two storey end-terraced commercial property located within both the Burton Road Local Centre and the Albert Park Conservation Area. It is currently in use as a yoga studio on the ground floor with a self-contained flat above. This commercial terrace consists of four properties, all of which are in use as Class E (Commercial, Business and Service) uses, with three being used for food and drink purposes and the remainder, the application site, in use as a yoga studio. It should be noted that the application site had previously been used as a food and drink outlet.

To the north of the application site stands the front garden of no. 188 Burton Road, a two storey end-terraced dwellinghouse. To the west, beyond the rear yard, there is an alleyway followed by a car park associated with nos. 2-26 Orchard Street. The alleyway exits into Orchard Street. To the south are the other commercial properties referred to above, while to the east, on the opposite side of Burton Road, there are further commercial properties.

Originally the applicant proposed to erect a single-storey rear and side extension to create additional seating area, kitchen and WC, in association with the future use of the premises as a food and drink outlet. In addition, it was also proposed to install a new shop front and balustrading around the forecourt to create an outdoor seating area. In that instance the bins were proposed to be housed in the rear alleyway.

Following concerns about the siting of the bins in the rear alleyway and the fact the property was no longer going to be used for food and drink purpose, the application was amended to the application that is now before the committee, i.e. erection of a single-storey rear and side extension to create additional retail space, internal bin store and WC, as well as installation of new shop front consisting of bi-folding doors and balustrading to enclose the forecourt.

Consultations

Local Residents – Two letters of objection have been received, one in relation to the original proposal and one in respect of the revised scheme, the comments are summarised below:

- This is a Conservation Area and there is concern about overdevelopment and density. Loss of the yard could set a precedent for other businesses with subsequent overdevelopment along Burton Road.
- The development has the potential to increase antisocial activity very close to the neighbouring residential properties at antisocial hours.
- Will the building materials be sympathetic to the Conservation Area.
- The development will increase footfall in an area already at capacity with people accessing local schools and public transport stops. There may be an issue with deliveries and the balustrade at the front impeding pavement traffic.
- Parking for customers and delivery vehicles will impact the already compromised access to 188 Burton Road.
- The skylights in the rear extension would be visible from a bedroom window and vice versa. There is concern about noise if these skylights are opened.
- There is a party wall between 188, 190 and 190A Burton Road. Maintenance of the wall will not be possible from the proposed development side.
- The rear passage is badly maintained and there is a concern that the bin management proposed will exacerbate an existing problem of hygiene, cleanliness and bin storage.

The objectors also raised the following concerns in relation to a food and drink use operating out of the premises:

- There is already an excess of bars / eating places along Burton Road.
- Noise associated with the use, e.g. emptying bottles at unsociable hours, extractor fans, will have an impact on residential amenity.
- Restaurant staff already use the rear passage as a social gathering and smoking area.
- The kitchen will be emitting cooking fumes which will be noticeable from neighbouring residential properties.

West Didsbury Residents Association – Object to the proposal on the following grounds:

- The infill of the rear yard which will cause loss of amenity to local neighbours.

- The loss of the rear yard will affect bin storage, there does not appear to be a waste management plan supplied with the application. Concern has been raised about the storage of bins in the alleyway.

Ward Councillors – Objections have been received from Cllrs Kilpatrick and Leech, their comments are summarised as follows:

- Infilling the yard at 190 Burton Road would result in a significant loss of amenity for the residency above the premises, the neighbours at 188 Burton Road and neighbours above 192 Burton Road. It will have an impact on the party wall within the Conservation Area.
- The difference in levels between the proposed bin store and rear alleyway will mean that the bin store is not used and the bins stored in the rear alleyway.
- Currently the yard is used for business purposes that reduce the noise impact on neighbours.
- There is an existing issue with noise and bin storage issues in the passageway between Burton Road and Orchard Street.
- The proposed extension is a clear overdevelopment of a small area of land and would be an overbearing structure on neighbours.

Highway Services – Highway Services have made the following comments:

- Given that the proposals will not provide vehicle parking for employees or visitors to the site the proposals are unlikely to give rise to a significant level of new vehicle trips. Therefore, it is accepted that no highway concerns in terms of safety or capacity are considered likely to arise and no junction capacity assessments will be required.
- There is no car parking proposed for the development. Due to the location of the site this is considered acceptable. Due to the car-free nature of the proposals there are no off-site highways works proposed for the scheme.
- Prior to occupation, confirmation is required of the intended waste strategy for the unit.
- It is recommended that servicing takes place outside of peak hours/or critical times to reduce congestion on the highway network and reduce the impact of deliveries on Burton Road.

Environmental Health – Have made the following comments:

- The applicant has changed the plans to include a bin store within the curtilage of the property but has still not specified how many bins there will be in the store nor how large it will be. The bins for the flat above will also need to be stored within the curtilage of the property, but need to be separate from the commercial bin.
- The provision of Bi-folding doors at the front has not been assessed properly from a noise perspective. They have said that only background music will be played when the doors are open, but no levels have been proposed.
- Hours of use need to be provided.

Neighbourhoods Services – Regular complaints about the alley at the back of Burton Road are received in respect of bins being left out, spillage of refuse and fly-tipping. Any development that results in bins being left out in the alleyway should not be supported as it causes long term problems for the City Council and serious disamenity for local residents.

Policies

The National Planning Policy Framework (December 2023) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. 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.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

In addition to the above, Section 16 (*Conserving and enhancing the historic environment*) is of relevance:

Paragraph 196 in Section 16 states that in determining planning applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 205 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 206 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of assets of the highest significance, such as grade I and II* listed buildings, should be wholly exceptional.

Paragraph 207 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

Policy JP-P2: Heritage (Heritage) – This policy states that the member authorities will proactively manage and work with partners to positively conserve, sustain and enhance their respective historic environments, heritage assets and their settings. It states further that development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below.

Policy SP1, *Spatial Principles*, - Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, of which the following are of most relevance:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Community safety and crime prevention.
- Design for health.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Saved UDP Policies – Policy DC18, *Conservation Areas* – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following:

- 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
 - iv. street trees);
 - v. the effect of signs and advertisements;
 - vi. any further guidance on specific areas which has been approved by the Council.
- b) The Council will not normally grant outline planning permission for development within Conservation Areas.
 - c) Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.
 - d) Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
 - e) Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

Policy DC26, “*Development and Noise*” – Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a) the effect of new development proposals which are likely to be generators of noise; and
- b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Issues

Principle of the Proposal – The areas hatched in green below shows what remains of the rear yards in this terrace. As can be seen, apart from the application site (edged in red), the remaining properties within this terrace have either built over the majority of their rear yards (nos. 192 and 194 Burton Road) or over all of their rear yards (nos. 196 and 198 Burton Road). Given this, there is no objection in principle to the applicant erecting a single storey extension at the rear of their property.

However, the impact of the proposal upon existing levels of residential and visual amenity, particularly that enjoyed by the adjoining residents of nos. 188 Burton Road, must be assessed, in addition to any impact upon the overall character of the Albert Park Conservation Area.



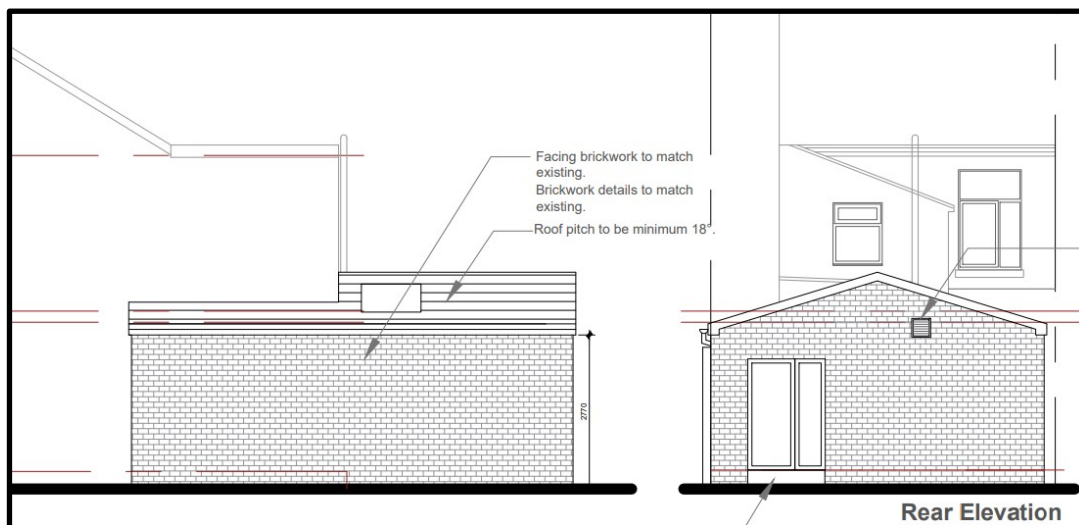
Use of the Premises – The applicant had proposed to use no. 190 Burton Road as a food and drink outlet, hence reference to a kitchen and the external seating area in the original description. However, as a new tenant has taken over the lease and now uses it as a yoga studio there is no need for such facilities.

Notwithstanding the above, it should be noted that planning permission to use the premises for food and drink purposes (not a hot food take-away) would not be required as a shop, café/restaurant and in this case, a yoga studio, are all in the same use class (Class E).

It is also worth noting that no. 190 Burton Road had previously been used as a café/restaurant as this image from Google Streetview (April 2021) shows.



Design – The proposed rear extension is simple in design, being constructed from matching brick and topped by a pitch roof of matching tiles. A total of three rooflights are proposed, two on the southern roof slope and one on the northern roof slope.



The current shopfront, which can be seen below, consists of a central door with glazing either side.



The remaining commercial properties within the parade have had a number of new shopfronts installed, with the latest variants all including bi-folding doors. These can be seen below.



The works to the shop front would consist of the installation of bi-folding doors comprising of five glazing panels of equal width. As they are designed to be opened, like those seen elsewhere on this commercial parade, they do not have a stall riser, a feature seen on more traditional shopfronts. While a more modern shopfront might normally be resisted in a conservation area such as this, it is recognised that this proposal would match those already in existence in this parade and introduce a modern shopfront that would be both thermally and acoustically more efficient than the existing shopfront.

Given the design of the modest rear extension and the prevalence of bi-folding doors along this section of Burton Road, the design of the proposal is considered acceptable.

As only indicative plans of the balustrading to the site frontage have been submitted, in the form of 1m high metal railings painted black or grey with two flower pots on the corners, it is considered prudent to require detailed drawings to be submitted via planning condition.

Refuse Storage – The alleyway at the rear of this terrace is used by the other commercial uses for the storage of bins and material associated with their respective businesses. As this is a recognised problem the applicant was requested to amend his proposal in order to incorporate an internal bin store.

The submitted drawings indicate that the internal bin store would accommodate two 1,100 litres bins and one 240 litres bin. While this is acceptable, the imposition of the standard waste management condition is suggested in this instance to ensure that the correct recycling facilities are also located within the internal bin store. The waste management condition would also require details of bin collection to be submitted for approval.



Concerns were raised that the differences in floor levels between the proposed bin store and alleyway would render the bin store unusable. To overcome this, the applicant is proposing to install a short aluminium ramp, details of which would be the subject of a condition (no. 4)

The bins associated with the first floor flat are stored behind the yellow door seen in the frontage photograph above.

Overall, the proposed waste storage facilities is considered acceptable.

Residential Amenity – Several factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Impact upon Privacy – There are no windows in the side and rear elevations of the proposed extension, the only windows are those in the roof. Given this it is not considered that the proposal would give rise to any privacy issues.

Noise – Local resident's concerns about noise emanating from the rear extension, if used for food and drink purposes, are recognised. However, as the current use of the premises is a yoga studio, it is not anticipated that the use of the rear extension would lead to an undue increase in the levels of noise and disturbance experienced by the residents of nos. 188 Burton Road or those living on Orchard Street.

Should the premises change in the future to a food and drink use then any extraction system required for a commercial kitchen would be the subject of a planning application and a requirement to ensure that the extraction system was acoustically insulated to protect existing levels of residential amenity.

Overshadowing – As the proposed extension is only single storey in height it is not considered that it would have a significantly overbearing impact on the adjacent dwelling and lead to overshadowing.

Fumes/Odours – Given the existing use of the premises, the emission of fumes and odours from the extension is not considered to be of concern.

Overall, it is not considered that the proposal would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site.

Visual Amenity – Given the design and siting of the proposed extension and shop front it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed along this section of Burton Road.

Impact on Heritage Assets (Albert Park Conservation Area) – The requirement to preserve or enhance the Conservation Area is a key requirement within policy EN3 of the Core Strategy, saved policy DC18 of the UDP, along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials.

The Albert Park Conservation Area, which was designated in March 1988, is situated approximately four miles south of Manchester city centre, in West Didsbury. Albert Park as a residential suburb was established in the second half of the 19th Century on what was previously an outlying rural area. Development began along Palatine Road after it was opened in 1862, and from then until the close of the century, the area between Palatine Road, Barlow Moor Road and Lapwing Lane was developed with housing. These consisted mainly of three-storey pairs of semi-detached properties, slightly less grand than those fronting Palatine Road. Development accelerated with the opening of the Midland Railway's Withington and Albert Park railway station in 1880, which was sited directly opposite numbers 22-24 Lapwing Lane. Further expansion took place in the early 20th century, with the post-war period characterised by infill development. Though principally an area of housing, the conservation area also includes a district shopping centre on Burton Road, a smaller group of shops on Barlow Moor Road, schools, public houses and a number of churches.

The properties within the Albert Park Conservation Area generally have walls of red or orange-red brick with dressings in stone, moulded brick or a brick of a contrasting colour. Heavily moulded and strongly contrasting colours in terracotta or glazed ceramic ware are meanwhile reserved for the public buildings such as Withington Town Hall on Lapwing Lane and Cavendish Road County Primary School.

In terms of the proposal, it is considered that the design, scale and siting of the rear extension and the design of the replacement shopfront is acceptable and that any harm to the overall character of the Albert Park Conservation Area would be at the very low end of less than substantial.

Pedestrian and Highway Safety – The balustrading proposed to the front forecourt would be located wholly on land within the ownership of the applicant and not on the public footpath.

Details of where the bins would be sited for collection would be the subject of condition no. 5, this is to ensure that there is no impact on the levels of pedestrian and highway safety enjoyed along Orchard Street.

Other Legislative Requirements

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

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee 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 approval of the application is proportionate to the wider benefits of approval 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 to resolve any problems arising in relation to dealing with the planning application.

Conditions to be attached to the decision

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:

a) Location Plan, received on 4 August 2023

b) Drawing nos. 2320 01A, 02B and 03B, received on 28 May 2024

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

3) Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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 Manchester Core Strategy.

4) Above-ground construction works shall not commence until details of the rear access ramp have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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 Manchester Core Strategy.

5) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse (including location/management of the collection) has been 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 interests of residential amenity and pedestrian and highway safety, pursuant to Policies SP1 and DM1 in the Manchester Core Strategy.

6) Above-ground construction works shall not commence until details of the forecourt balustrading have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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 Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 137769/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
West Didsbury Residents Association

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Highway Services
Environmental Health
West Didsbury Residents Association
Ward Councillors

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