

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
117793/FO/2017	2nd Nov 2017	11th Jan 2018	Old Moat Ward

**Proposal** Conversion of 2no. six-bed houses in multiple occupation into 7no. self-contained apartments, including the erection of a two-storey rear extension and a two-storey side extension, formation of lightwells and associated works to car parking, landscaping and boundary treatment

**Location** 5-7 Abberton Road, Manchester, M20 1HQ

**Applicant** Mr Brennan , JC Brennan Developments Ltd, 9 Bluestone Drive, Stockport, SK4 3PX,

**Agent** Mr Joseph Spence-Ealham, Wighton Architects Ltd, 01/01 Tower Works, Globe Road, Leeds, LS11 5QG,

### Description

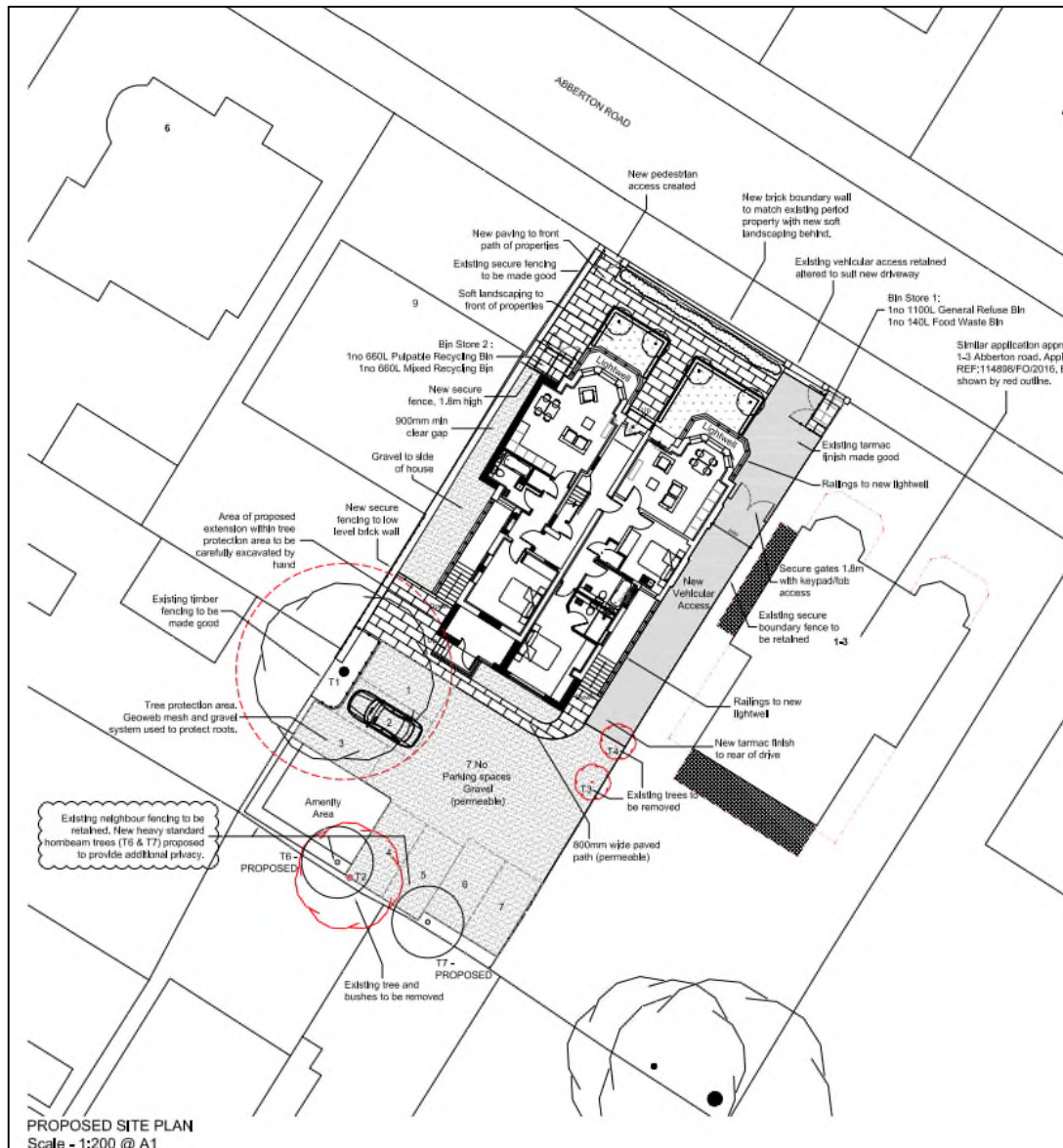
This application relates to a pair of two-storey, villa-style properties currently in use as two, six-bedroom HMOs. They are located in a primarily residential area with a mix of house types and sizes, and many of the larger properties have been converted to flats or HMOs, but there is significant family housing in the area too.



### Existing street scene Abberton Road

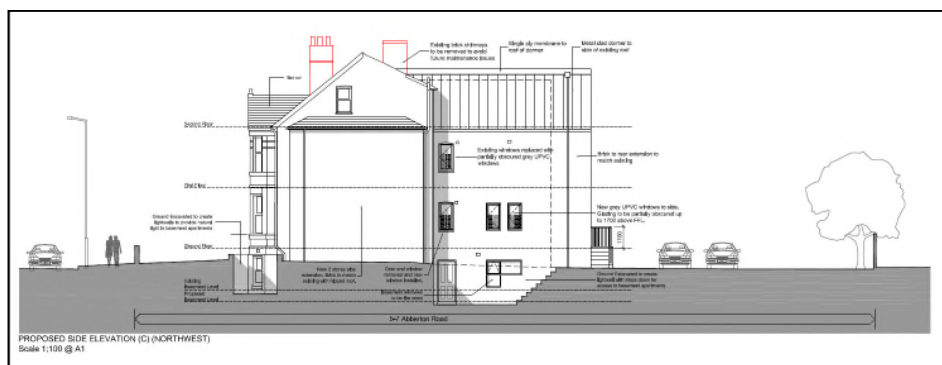
The site is close to the local centre at Burton Road, public transport facilities (buses and Metrolink) and large employers like Christie Hospital.

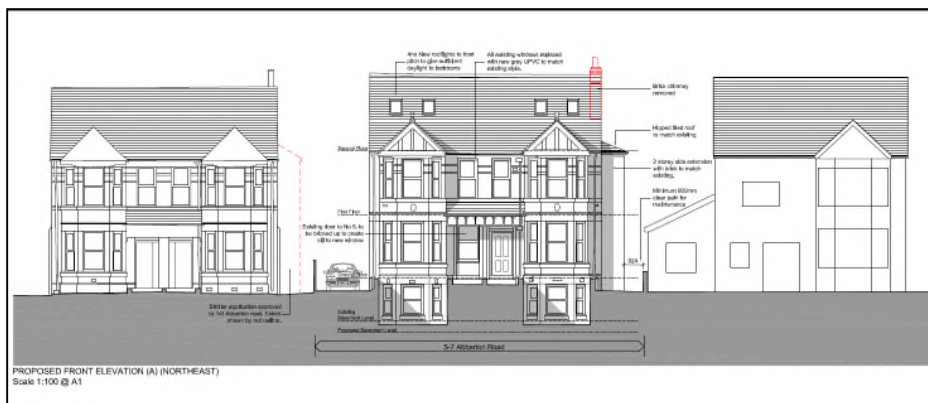
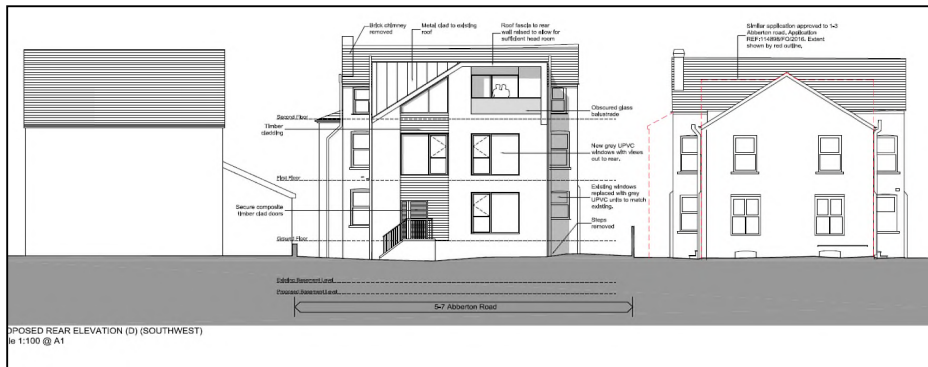
The proposal involves the conversion of the properties into seven apartments: six x two-bedroom and one x one-bedroom; physical works to extend at side and rear, including increasing the height of the existing two-storey outrigger and its extension; creation of lightwells and creation of seven parking spaces to the rear.



Application reference 114898/FO/2016 for a similar scheme of conversion of two villas used as five-bedroom HMOs to seven flats at 1 and 3 Abberton Road was approved by Committee in April 2017.

Application reference 109963/FO/2015/S1 for the conversion of a property used as seven bedsits to 3no. self-contained flats at 16 Abberton Road was refused in 2015.





## Consultations and Notifications

**Local Residents** - objections have been received from eleven local residents. Their concerns are summarised:

- Overdevelopment of the site – now 13 bed-spaces as opposed to 12
- Loss of garden area to hardstanding for parking
- Increase in Houses in Multiple Occupation in the area – and consequent problems of transient population – noise, litter, crime
- The scale and massing of the proposal is out of character
- Overlooking
- Insufficient car parking for seven flats
- Unworkable car parking layout – will require significant manoeuvring – increased pressure for on-street parking
- Increase in the number of flat conversion with inadequate on-site parking in the area
- Similar approval at 1 and 3 Abberton Road set a precedent and will exacerbate parking issues
- Conversion of 16 Abberton Road to flats was refused due to the impact on parking
- This will lead to further applications to convert HMOs to flats
- There are significant parking problems in the area due to Metrolink commuters and Christie Hospital staff and visitors – competing with residents for limited on-street parking
- The proposal will exacerbate congestion as Abberton Road is part of the 179 bus route

- The amenity area is little more than a space left over in the parking area
- The facilities for refuse are inadequate and poorly located causing dog-leg in the driveway and will discourage use of rear parking area
- Bin store at the front will be unsightly in the street scene
- The proposal should be refused for the same reasons as the application at 16 Abberton Road, as individually and cumulatively with the 1 and 3 Abberton Road conversion it will lead to over-intensive use of the property, increase in comings and goings, increase congestion, noise and disturbance
- The proposal would not help to diversify the mix of housing in the area and would contribute to an unsustainable community to the detriment of residential amenity.
- The scheme would result in the loss of accommodation that could potentially be occupied by families
- The proposal would lead to an increase in the transient population and subsequent noise, disturbance and crime

**Withington Civic Society and The Friends of Sandhurst Avenue** – have submitted almost identical comments on the proposal and these are summarised:

- The main issue is the inadequate parking arrangements. The provision of seven rear parking spaces is inadequate for the proposed number of flats, six of which are two bedroom apartments. The parking space is too small and cars will have considerable difficulty in accessing it and parking efficiently. Unfortunately the Council did not take this 'parking problem' into account when they recently approved the proposed conversion to flats at 1-3 Abberton Road (114898/FO/2016) and set a precedent. If this application is approved then the precedent is strengthened and parking problems will be exacerbated.
- There are likely to be further applications to convert other properties on Abberton Road to flats when the policy guidance is to retain and increase them family housing
- This proposal is a much bigger development than the 16 Abberton Road proposal and so the same reason should be given for refusing this new application.
- Parking around Abberton Road is very difficult throughout the day with people from Christie and Metro passengers competing with residents for limited on-street spaces.
- The scale of the development is considered an overdevelopment of the site as it provides inadequate parking and amenity space.
- The "amenity area" shown on the plan is little more than space left over in the parking area.
- The facilities for refuse disposal are inadequate in number and poorly located.

It is therefore concluded that the application could also be refused for the as individually, and cumulatively with the 1-3 Abberton Road flat conversion, it would: would represent an over development of the site by reason of the amount of accommodation on the site, and lead to the over-intensive use of the property, lead to an associated (and unacceptable) increase in comings and goings, lead to increased congestion, noise and disturbance, and would not help diversify the mix of house types in the area; it would result in the loss of accommodation that could be

potentially occupied by families; and would increase demand for the limited space available for parking on street.

### **West Didsbury Residents' Association (WDRA)**

WDRA comments that the conversion from HMOs to apartments is a positive aspect, but there are significant negative aspects:

- Intensification - The change would increase the number of bedrooms from 12 to 13.
- Additional Massing - The proposed full height extensions to side and rear will increase the perception of massing particularly to the rear aspects.
- Neighbour Amenity to the rear neighbour amenity would be impacted by the size and fenestration of the new extension, with extensive potential overlooking and loss of privacy arising from the proposed 2nd floor picture window and balcony.
- Vehicle Parking -. WDRA contends that seven parking spaces are insufficient for the needs of the occupants of seven apartments (13 bedrooms) and are impractical to use.
- Abberton Rd is one of the nearest roads to Burton Rd Metrolink Stop with as yet no statutory parking restrictions. The growing trend for street parking by commuters together with possible impending residents' parking schemes are likely to independently increase demand here for street parking. Approval of this application would serve to exacerbate matters.
- Security -The proposed access to the two basement flats is at the rear and not visible from the street.
- Trees, Landscaping and Fauna - The 'no dig' geoweb surface should be extended to the root protection area of the off-site beech on the other side of the fence extends into the application site. WDRA request a full landscape plan to show size, species, density and aftercare of tree and shrub planting proposed and suggest additional hedge planting along the rear boundary to provide screening. The 'amenity area' provided to the rear of the property is inadequate as amenity space for seven apartments. All boundary treatment and fencing needs to be permeable to hedgehogs and provision of native hedgerow species on the site would help to mitigate removal of the garden habitat.
- Conclusion - WDRA wish to object to the proposal on the following grounds:
  - Impact upon neighbour amenity.
  - Parking provision is insufficient and substandard.
  - Substandard proposed amenity space
  - Substandard security arrangements In the event that officers were minded to approve the proposal WDRA would seek conditioning requiring:

### **Highways**

Trip generation and junction capacity - Given that the development reduces the total number of units by 5, no adverse highway conditions are anticipated. The level of vehicles associated with the dwelling is considered unlikely to be dissimilar to that previously experienced and as such, is unlikely to generate any significant difference in trip levels.

Site accessibility - The site benefits from good access to sustainable modes. Regular bus services are routed along Burton Road with further Metrolink connections again from the Burton Road stop, both of which are located within 250m of the site.

Parking and access - Car parking on a one-per-unit basis has been provided which is considered an appropriate provision for the site. Given that there is already a significant demand for on-street parking in this area, it should be ensured that all vehicular demands arising from the apartments can be accommodated on site. All spaces are located to the rear of the site, accessed via a 2.48m wide driveway which is noted and accepted in principle.

Regarding the dimension of the spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6 metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all bays.

Cycle parking - Secure and sheltered cycle parking should be provided for one-per-unit. The location of the proposed bike store at ground floor is appropriate, in principle, to accommodate this.

Boundary treatment - Boundary treatments to match the existing low level walling with associated soft landscaping is considered acceptable by Highways.

Refuse and servicing - Bins are to be stored in purpose-built enclosures and will be moved adjacent to the side of the street for collection on the designated day by the management company. These waste management proposals are considered acceptable in principle with no material change from the existing arrangements

**Environmental Health** – recommend standard waste condition

**Arboriculturalist** – no objections but recommends tree planting to mitigate the losses.

## **Policies**

### **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.

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.

Saved UDP Policies DC1.1 to DC1.5 set out the guidance on house extensions.

Policy DC1.1 sets out the criteria for assessing residential extensions including the general character of the property, impact on the amenity of neighbouring occupiers and the appearance in the street scene.

Policy DC1.2 states that extensions to residential properties will not be allowed if they are excessively large or bulky and result in structures which are not subservient to the original house, or which create undue loss of sunlight, daylight or privacy.

Policy DC1.3 states that the Council will not normally approve rearward extensions greater 3.65m in length.

Policy DC1.4 states that the Council will seek to ensure that the development potential of the gap between detached and semi-detached houses is capable of being shared equally by the owners or occupiers of the two properties concerned and the actual or potential result of building the extension will not be the creation of a terracing effect.

Policy DC1.6 states that the above policies relate to domestic houses, flats, houses in multiple occupation, nursing homes, rest homes and hotels.

## **Issues**

### Principle



The surrounding area is predominantly residential in character and the principle of continuing a residential use is therefore accepted. Many of the older, larger properties in the area have been converted into flats or are houses in multiple occupation, and Saved UDP Policy DC5.2 states a general presumption in favour of flat conversions in residential areas and particularly where large, old difficult to let properties are involved. The properties are currently being used as two houses in multiple occupation with six residents in each. The conversion to a smaller number of flats is considered an improvement in terms of the standard of accommodation and the density of the proposal. It is considered that seven flats is a reasonable number of units to expect on a site such as this within this context.

However, there are detailed matters that require attention:

#### Standard of accommodation

The two-bedroom units have floor spaces varying from 67 sq m to 93.8 sq m and the one-bedroom unit has a floorspace of 50.7 sq m. All the units are therefore larger than the space standards guidance of 61 sq m for two-bedroom units and 39 sq m for one-bedroom units. It is considered that the proposal will therefore provide a good standard of accommodation. Considering the size of the units to be created it is considered that a condition should be attached to prevent the individual units being converted to HMOs.

#### Traffic, parking and access

The proposed drawings show seven on-site parking spaces to the rear of the site, using the existing vehicular access on Abberton Road with a narrow access to the side of no. 5. The number of parking spaces is in line with Highways Services' recommendation of 100% provision for residential units. The parking spaces meet the guidelines on size, being 2.4m x 4.8m. with space for manoeuvring. There is no allocated disabled parking space provided, but there is potential for one of the parking spaces to be widened. Given the site's highly accessible and sustainable location close to public transport facilities it is considered that the proposal includes an appropriate level of car parking. In addition, the change of use is unlikely to generate a significant increase in the level of vehicular trips and therefore the proposals do not raise any network capacity concerns.

#### Cycle provision

The scheme does include a secure bike store at ground level to the rear of the property, but it is considered that confirmation is required that this will accommodate at least one cycle per unit and a condition is recommended in this respect.

#### Residential Amenity

The proposal includes extensions to the rear and the side. The rear addition also includes squaring off the roof of the outrigger. Side windows, existing and replacement, will be glazed with obscure glass and therefore overlooking adjoining properties and gardens should not be an issue. The new windows to the rear are

some 22m from houses at the rear and this is considered an acceptable distance so that loss of privacy would not be an issue. The proposal will introduce additional activity at the rear of the property due to the proposed car park. Due to the relatively small number of vehicles to be accommodated plus additional planting at the rear boundary it is considered that this should not result in significant harm to the residential amenity of neighbouring occupiers. In addition, two new heavy standard trees are proposed at the rear boundary, this should help safeguard privacy and amenity.

The proposed extension to the rear of the property will increase the footprint of the existing outriggers by 2m at the rear, and this in conjunction with the squaring off of the roof and an increase in height of 50cm will increase the bulk of the rear element of the properties. It will have little impact on the properties at 1-3 Abberton Road as they will have a similar arrangement, but will have some impact on the property at no.9. Due to the siting and orientation of the properties, there may be some overshadowing of the garden, but no significant loss of light or overshadowing of the rear rooms and it is considered that any impact should not cause significant harm to the adjoining occupiers' residential amenity.

The proposal also involves an addition at the side of no. 7 which would extend the property by 1m at ground and first floors. It would have a shallow hipped roof and no windows and therefore its impact would be minimal.

#### Amenity space

The space around the properties is currently consists of some hard surfacing and grassed areas. The potential for any additional garden area is limited by the existing buildings and the size of the site. The provision of roof gardens or terraces is also limited by the design of the existing properties, but a small balcony area has been included for the second floor apartment. This area is not characterised by properties in large gardens and Cavendish Park and Albemarle Allotments are within a short walk. The amount of amenity space is considered acceptable given the size, location and nature of the development.

#### Waste

The existing HMOs are currently not provided with any dedicated bin stores. The proposals include two bin stores, one adjacent to the front boundary wall and one to the side of the property. No details of the design of the bin stores has been provided, but it is considered that appropriately designed structures should not have an adverse impact on the street scene. Therefore it is considered appropriate to attach conditions to ensure an appropriate number and type of bins for the development proposed and to confirm the design of the bins-stores is appropriate given their proposed location.

#### Community safety and crime prevention

The basement flats would be accessed from the rear. However, the proposed scheme includes secure fencing and gates between the property and the side boundaries. This is considered an adequate measure to improve the security of the site.

## Trees and landscaping

There are currently three trees and two shrubs within the site and the tree report confirms that these are all of low quality - category C. A privet at the rear boundary is proposed to be removed, as are a small apple tree and elaeagnus shrub to the boundary with no. 5. A mature ash to the rear side boundary will be retained and protected. Some additional planting is indicated to the front of the property and two heavy standard hornbeams are proposed for the rear boundary. These works appear to be acceptable, but it is considered appropriate to attach a condition requiring the submission, approval and implementation of a landscaping scheme to ensure a good quality treatment in mitigation of the losses.

## Conclusion

It is understood that the properties are in HMO use, providing six bedrooms in each property. The proposal is to change the use and refurbish the properties to for a total of seven self-contained flats. The refurbishment of the properties is welcomed and it is considered that properties of this size are unlikely to be used as a single dwellings again, therefore flats would seem the most appropriate use. The proposed development represents an improvement in the standard of accommodation with a change from HMOs, and on balance it is considered acceptable.

**Human Rights Act 1998 considerations** – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have 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 Head 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 based on seeking solutions to problems arising in relation to dealing with the application, and the application has been determined in accordance with the policies within the Development Plan

## **Reason for recommendation**

### **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:

180/01 (02)001 Location Plan

180/01 (02)004 Revision B Proposed Plans

180/01 (02)005 Proposed Elevations

180/01 (02)006 Proposed Sections

Arboricultural Impact Assessment with Tree Protection Measures by Godwins Arboricultural Limited

Covering letter dated 3 October 2017 by Wighton Architects

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) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) no part of the premises 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 interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

5) 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.

6) Prior to the occupation of the development, 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. Internal and external areas and design details of the bin stores are required. 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 pursuant to Policy DM1 of the Core Strategy.

7) 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 in accordance with the approved plans and particulars 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.

8) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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.

9) No part of the development shall be occupied until space and 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.

### **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: 117793/FO/2017 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:**

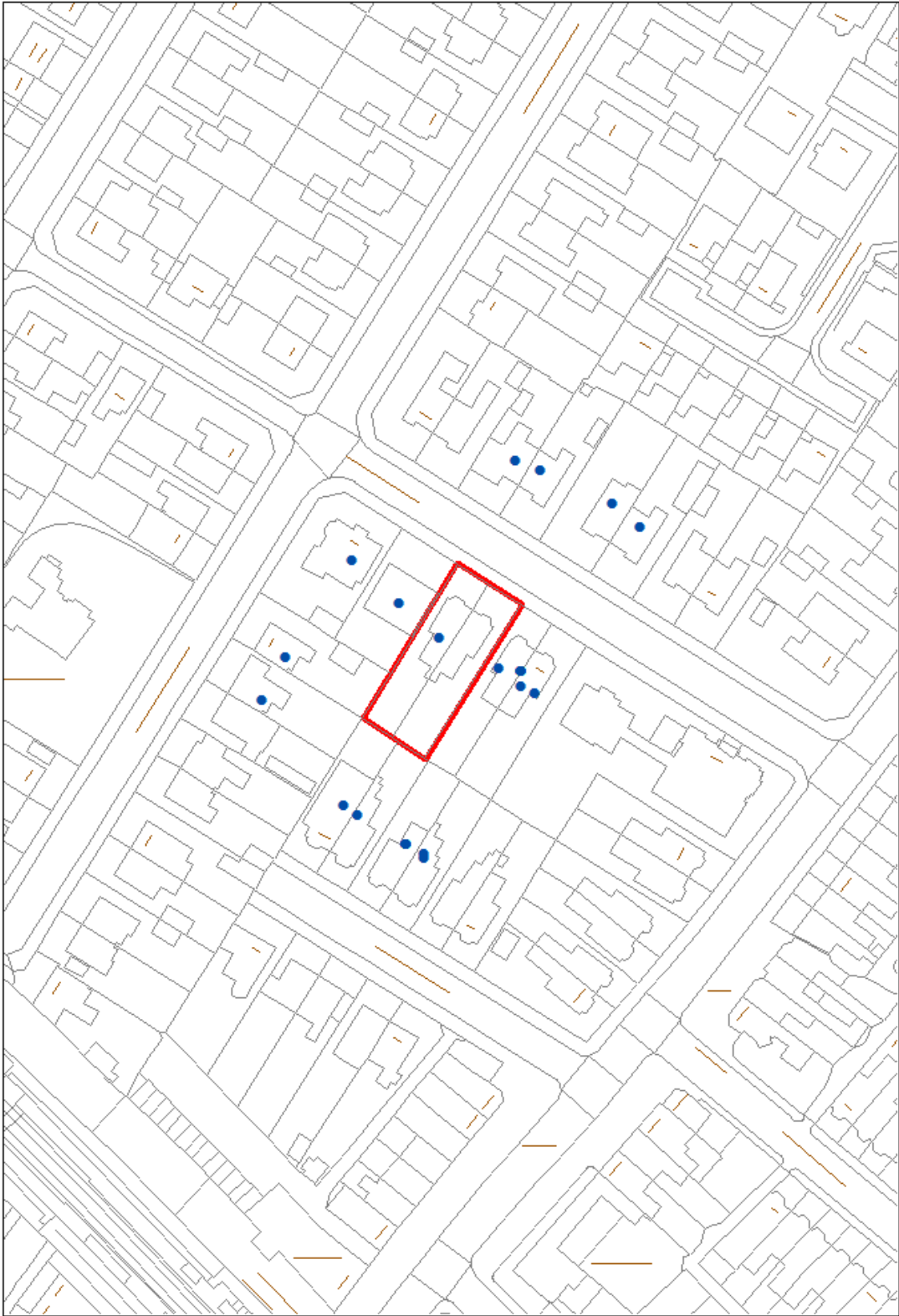
Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)



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:**

12 Sandhurst Avenue, Manchester, M20 1ED  
25 SANDHURST AVENUE, MANCHESTER, M20 1ED  
14 SANDHURST AVENUE, MANCHESTER, M20 1ED  
17 Sandhurst Avenue, Manchester, M20 1ED  
1 Albemarle Ave, Manchester, M201HX  
2 Sandhurst Avenue, Didsbury, Manchester, M20 1ED  
27 Sandhurst Avenue, MANCHESTER, M20 1ED  
9 Abberton Road, Manchester, M20 1HQ  
37 Sandhurst Ave, Withington, Manchester, M20 1ED  
29 Sandhurst Avenue, Manchester, M20 1ED

**Relevant Contact Officer** : Paula McGovern  
**Telephone number** : 0161 234 4547  
**Email** : p.mcgovern@manchester.gov.uk



 Application site boundary  Neighbour notification  
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