

**Ward:** Prestwich - Sedgley

Item 1

**Applicant:** Mr Ahmed Al Jundy

**Location:** 24 Brookfield, Prestwich, Manchester, M25 1EL

**Proposal:** Demolition of existing link detached dwelling and erection of 2 no. semi-detached dwellings

**Application Ref:** 67953/Full

**Target Date:** 19/07/2022

**Recommendation:** Approve with Conditions

### **Description**

The proposal relates to the plot of a traditional detached suburban dwelling positioned at the head of a cul-de-sac and flanked by the substantially vegetated embankment of the Metrolink line at the immediate north-east (the line is actually around 30m away). The plot is further flanked by a vehicle vallet, tyre and cafe business beyond the rear garden to the east and neighbouring dwellings to the south. The plot widens from the front to rear and there are sporadic mature trees within the plot towards the rear boundary and a mature hedgerow forms the south-western boundary with the neighbouring dwelling at no. 22. There is a driveway that can accommodate a single vehicle. The street has a mixed residential character, but is largely made up of bay fronted terraces (in a buff coloured brick on the east side and red brick of the west).

The proposal is for the erection of 2 no. four bedroom semi-detached dwellings following demolition of the existing dwelling. The original submission was for a development of 3 no. dwellings. The proposed dwellings would provide three storey accommodation internally (with the second floor being accommodated within the roof space, but expressed as three storey to the rear elevation). They would have integral single garages and a single off-street parking space each. External materials would comprise light cream brick to the majority of elevations with dark brown panels around windows and grey slate tiles and grey GRP roofing with new timber fencing to boundaries. Hard landscaping would include permeable paving and soft landscaping would include tree planting.

### **Relevant Planning History**

N/A

### **Publicity**

The proposal has been advertised by direct neighbour notification. 11 representations have been received in total objecting to the proposal on the following grounds:

#### Original scheme (9 objections)

- Parking requirements for 3 dwellings would have unacceptable and hazardous impacts in a street that is already overcrowded and has issues relating to waste collection, parking and congestion, particularly at the end of the cul-de-sac, which serves as a turning area. The parking for 8 vehicles would be unworkable.
- Additional traffic would increase traffic noise and disturbance.
- The development would have unacceptable impacts on neighbouring amenity by reason of overlooking, loss of privacy, impact on light and due to construction activity
- The design and appearance would be completely out of character with the established character of the street and would be overdevelopment of the plot with considerable loss of garden land and unsightly bin storage.
- Lack of detail of impact on adjacent trees on the Metrolink embankment.
- There has been inadequate notification/consultation and the neighbouring and opposite

properties are empty.

Amended scheme (4 objections (2 from previous source))

- All previous comments pertain.
- It doesn't appear possible for the dwelling on the left to bring bins out for collection. The bin storage area to the right hand dwelling could not function properly.
- The 3 parking spaces at the end of the street would become unusable (noting that this is a turning area and they block an existing drive at the site).
- The rooms in the proposed dwellings appear small.
- Worried about structural damage to neighbouring dwellings.

**Statutory/Non-Statutory Consultations**

**Traffic Section:** No objection, subject to conditions requiring a Construction Traffic Management Plan and agreement and implementation of parking and driveway alterations and off-site highway improvements.

**Waste Management:** No comments received.

**Borough Engineer - Drainage Section:** No comments received.

**United Utilities (Water and waste):** No objection, subject to conditions relating to drainage.

**Greater Manchester Ecology Unit:** No objection, subject to conditions relating to nesting birds, protection of bats and landscape and biodiversity enhancements.

**Environmental Health - Contaminated Land:** No comments received.

**Transport for Greater Manchester:** No objection, subject to a condition concerning tree protection.

**Pre-start Conditions** - Applicant has agreed with pre-start conditions

**Unitary Development Plan and Policies**

H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
EN1/2	Townscape and Built Design
EN5/1	New Development and Flood Risk
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

**Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) and the adopted Bury Unitary Development Plan (UDP) together with other relevant material planning considerations. The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

## **ASSESSMENT**

### **Policy**

Policy H1/2: Further Housing Development - requires the council to have regard for the suitability of proposals for housing development on sites not identified on the Proposals Map.

Policy H2/1: The Form of New Residential Development - requires all new residential development to make a positive contribution to the form and quality of the surrounding area. This is further supported by SPD 16 - Design and Layout of New Development in Bury.

Policy H2/2: The Layout of New Residential Development - seeks to ensure that new residential development will be acceptable in terms of layout in order to provide a good quality residential environment.

Policy EN1/2: Townscape and Built Design - seeks to ensure that any proposals would not have an adverse impact on the particular character and townscape of an area.

Policy EN6/3: The effect of land use changes on existing features of ecological or wildlife value will be considered and proposals should seek retain features and incorporate them into new development.

Policy HT2/4: Car Parking and New Development - requires all applications for development to make adequate provision for their car parking and servicing requirements. This is further supported by SPD 11 - Parking Standards in Bury.

Policy HT6/1: Pedestrian and Cyclist Movement - seeks to ensure that pedestrians and cyclists are able to move safely and conveniently.

### **Principle (Residential)**

Policy H1/2 states that the Council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding land uses.

The proposal is to replace an existing dwelling located in a suburban residential area with a further residential development. The site is located within the urban area, surrounded by established residential areas and close to routes well served by public transport and to facilities, goods and services. Thus, the principle of the development is established. The acceptability of the proposal thereafter is subject to consideration of the subsequent matters.

### **Layout and Design**

Objections refer to the design of the proposed development, as noted above.

The site forms the last residential plot on the street, with the most notable flanking feature being the wooded embankment of the Metrolink line. On the same (east) side of the street, the residential form includes bay fronted terraced dwellings (buff brick), merging into two pairs of part rendered hipped roof semi-detached dwellings before arriving at the only detached dwelling on the street, which occupies the application site. The dwelling at the site is of a passively routine suburban character and is of little architectural merit.

The proposed replacement pair of semi-detached dwellings, exhibiting recessed parking bays, contrasting brickwork and large vertically proportioned first floor windows, would be of a contemporary simple and minimalist vernacular, aligned with the established building line. The eaves would align with the neighbouring dwellings, but the roof would be around 1.3m higher (at 10.0m) with gable walls, as opposed to hipped as existing. From the street, the

pair of dwellings would span the full width of the frontage, aside from a small gap to the dwelling to the south-west.

As noted, the site forms the last plot, and it is considered that this therefore offers an opportunity to provide a development of a bespoke design and character (the existing detached dwelling is anomalous within the street scene). On the same side of the street, dwellings largely span the full width of the associated plot and roof heights and eaves do not uniformly align and contrasting materials feature at juxtaposed dwellings. The roof, although forming a larger proportion of the front elevation, would not be out of scale or imbalance weighting between the facade and roof or the overall appearance of the principal elevation.

The rear elevation would be a full three storeys, thus the second floor fenestration would be above the level of the neighbouring eaves. This elevation would be unconventional in character and appearance, but fenestration and materials treatment would continue the contemporary minimalist vernacular of the principal elevation. Pertaining to the rear, it would not be perceptible in the street scene and would only be visible from private rear gardens of a limited number of neighbouring dwellings.

Given the above, it is considered that the proposed development would represent an enhancement to visual amenity and to the appearance and character of the street scene and would therefore be compliant with the above UDP Policies.

### **Residential Amenity**

Objections refer to impact on residential amenity, as noted above.

The front elevation of the proposed dwellings would align with the dwelling to be demolished. The full 3 storey rear elevation would project beyond the rear elevation of the neighbouring dwelling by 1.5m and the single storey element by approximately 5.1m. However, the single storey would be set 1m lower and would have a lean to roof. The existing first floor gable window at the neighbouring dwelling appears to serve a non-habitable room and presently opposes the blank gable of the existing dwelling. The present dwelling and other dwellings (which are all two storey) have unobstructed views into neighbouring private rear gardens.

The proposed dwelling would exceed the minimum gross internal floor area requirements and associated minimum bedroom dimensions of the 'Technical housing standards – nationally described space standard'.

Rear gardens would be at least 15m long and 5m wide.

Given the above, the proposal would not have unacceptable impacts on neighbouring or occupiers amenity

### **Access and highway safety**

Objections largely relate to existing traffic issues and consider that the proposal would exacerbate these.

The Highway Officer does not object to the proposal following the amendment to the scheme, which would provide a single garage space and driveway space for each dwelling, access from the turning head.

Supplementary Planning Document 11 - Parking Standards for Bury, sets a maximum parking standard of 3 spaces for four bedroom dwellings. However, the site is located in a high access area and within 1km of Prestwich Metrolink Station and town centre and bus stops on Bury New Road. Very few dwellings on Brookfield have dedicated off-street parking and the present dwelling has only one space. Given these circumstances, the parking provision proposed would be acceptable.

Therefore, subject to the conditions recommended by the Highway Officer, the proposal would not have any unacceptable impacts on highway safety and would therefore be compliant with the above Local Plan policies and the NPPF.

### **Ecology and trees**

The Bat Emergence and Re-entry Survey found that there are no bat roosts present in the existing dwelling (to be demolished). It does however recommend that a precautionary working method is implemented.

The Arboricultural Impact Assessment and Tree Protection Plan indicate that through retention of existing hardstanding within the site and erection of protective fencing, the trees within the site and on the immediately adjacent Metrolink embankment would not be impacted upon by the proposed development.

The GMEU and TfGM are satisfied that the proposal would be acceptable, subject to the conditions as noted above. In such circumstances, the proposal would be compliant with the above Local Plan policies and the NPPF.

### **Other matters**

*Waste storage and collection* - Concerning the specific objection concerning bin storage and access to collection, side doors into the integral garage would enable access for frontage collection and there would be ample room around the dwelling for alternative storage.

*Conditions* - The removal of permitted development rights is considered to be necessary and reasonable given the position of the proposed dwellings in relation to juxtaposition of the proposed dwellings to the neighbouring dwelling to the south-west.

The GMEU recommend that conditions are attached to protect nesting birds, bats and landscape and biodiversity enhancements.

The site would have two off-street parking spaces, so it would be reasonable to require the installation of an electric vehicle charging point at each.

The notification of the application was conducted in accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015.

### **Conclusion**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be in accordance with the plan unless material considerations indicate otherwise.

The proposal would deliver much needed residential development in a sustainable location and without detriment to the character and appearance of the area, highway safety or amenity, ecology or trees. As such, the proposal would comply with the above policies of the Local Plan and the NPPF. Therefore, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act, the proposal merits approval.

### **Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015**

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental

conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

**Recommendation:** Approve with Conditions

### Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.  
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings - Site Location Plan (Dwg no. 00-000)  
Proposed Site Layout Plan (Dwg no. 01\_000\_B Rev. A)  
Proposed Site Plan (Dwg no. 01\_001\_B Rev. A)  
Proposed Ground Floor (Dwg no. 01\_002\_B Rev. B)  
Proposed First Floor Plan (Dwg no. 01\_003\_B Rev. B)  
Proposed Second Floor Plan (Dwg no. 01\_004\_B Rev. B)  
Proposed Elevations (Dwg no. 01\_006\_B Rev. B)  
Proposed Elevations (Dwg no. 01\_007\_B Rev. B)  
Proposed Section (Dwg no. 01\_008\_B Rev. B)  
Arboricultural Impact Assessment (Dwg No. Arbtech AIA 01)  
Tree Protection Plan (Dwg No. Arbtech TPP 01)  
and the development shall not be carried out except in accordance with the drawings hereby approved.  
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. No development shall commence unless and until:-
  - A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
  - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
  - Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
4. Following the provisions of Condition 3 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.  
Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

5. The development hereby approved shall be carried out in accordance with a surface water drainage scheme which shall be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include provision of potential SuDS options for surface water drainage, which shall be drained on a separate system to foul sewage. The drainage scheme shall be implemented prior to first occupation of any dwelling and thereafter maintained.

Reason. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and Section 14 - Meeting the challenge of climate change, flooding and coastal change of the National Planning Policy Framework.

6. The external materials used in the construction of the development hereby approved shall be as detailed on drawing 'Proposed Elevations' (Drawing No. 01\_006\_B).

Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 - Townscape and Built Design.

7. No development shall commence, including demolition, unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:

- Photographic dilapidation survey of the footways and carriageways abutting the site in the event that subsequent remedial works are required following demolition works, construction of the development/boundary treatment and as a result of any statutory undertakers connections to the new dwellings;
- Access routes for demolition/construction traffic from the adopted highway;
- Site hoardings (if proposed) clear of the adopted highway;
- Hours of operation, confirmation of demolition, delivery and construction vehicle sizes that can be accommodated on the residential estate roads that serve the site and number of vehicle movements;
- A scheme of appropriate warning/construction traffic signage in the vicinity of the site and its access;
- Parking on site (or on land under the applicant's control) of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials, including any requisite phasing of the development to accommodate this;
- Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the demolition and construction periods and the measures shall be retained and facilities used for the intended purpose for the duration of both periods. The areas identified shall not be used for any other purposes other than the parking of vehicles and storage of demolition/construction materials. All highway remedial works identified as a result of the dilapidation survey shall be implemented to the written satisfaction of the Local Planning Authority prior to the development hereby approved being occupied.

Reason. - To maintain the integrity of the adopted highway, mitigate the impact of the construction traffic generated by the proposed development on the adjacent adopted highways, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and ensure that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety, pursuant to Policy EN1/2 of the Bury Unitary Development Plan.

8. The development hereby approved shall not be first occupied unless and until the access, car parking and driveway alterations and bin storage arrangements shown indicatively on approved plan reference 01\_001\_B Revision A, incorporating the reconstruction of the footway abutting the site to a scope and specification to be agreed, repositioned footway crossing to serve the shared access arrangements, provision of edgings at the back of the footway to demarcate the limits of the adopted highway, new driveway in a porous/permeable material and/or measures to prevent the discharge of surface water onto the adopted highway and all associated highway remedial works required to reinstate the highway to its former condition prior to commencement of the development, have been implemented in full accordance with the approved details.  
Reason. - To ensure good highway design and maintain the integrity of the adopted highway in the interests of highway safety, pursuant to Policy EN1/2 of the Bury Unitary Development Plan.
9. The garage to both dwellings shall be fitted with a roller shutter door or a similar approved type which does not project outwards at any time during or after operation and shall thereafter be maintained. Furthermore, the garage at both dwellings shall be used as a private garage and/or garden store only and shall not at any time be used to provide living accommodation or for any purpose which would preclude its use for the parking of a motor vehicle.  
Reason. To enable a vehicle to stand clear of the highway whilst the garage doors are opened and to allow adequate space to maintain a vehicle clear of the highway and to enable two off-street parking spaces in the interests of road safety, pursuant to Policy EN1/2 of the Bury Unitary Development Plan.
10. Each dwelling hereby approved shall be provided with 1 electric vehicle (EV) charge point (minimum 7kW\*) prior to its occupation.  
\*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2019 to be used.  
Reason. To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
11. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance.  
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
12. A landscaping scheme shall be submitted to, and approved by the Local Planning Authority prior to the commencement of the development. The contents of the plan should include native tree and shrub planting and the provision of bat bricks/tubes within the new development and bat and bird boxes. The approved scheme shall thereafter be implemented not later than 12 months from the date the building(s) is first occupied or within the first available tree planting season,; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.  
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and EN8/2 - Woodland and

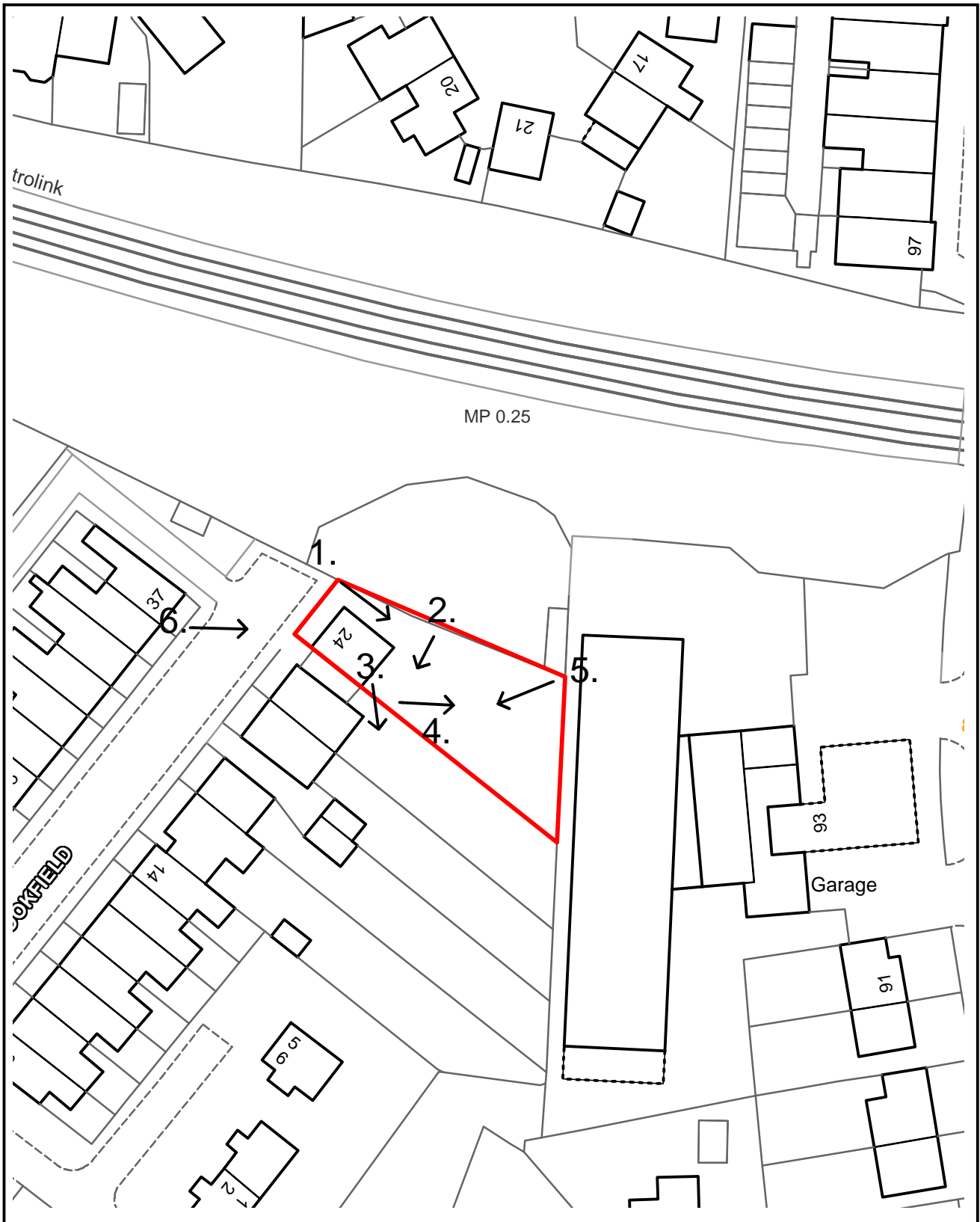


Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

13. All trees to be retained on site shall be protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction". The development shall not commence unless and until the measures required by the British Standard are implemented and all measures required shall remain in situ until the development has been completed.  
Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.
  
14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, (or any Order revoking or re-enacting that Order with or without modification), no development within Class A, AA and B of Part 1 of Schedule 2 shall be carried out unless permission is granted by the Local Planning Authority.  
Reason - In order to protect the amenity of neighbouring properties and the appearance of the area in general, pursuant to Policy EN1/2 of the Bury Unitary Development Plan.

For further information on the application please contact **Dean Clapworthy** on **0161 253 5317**

# 67953 - Viewpoints



## PLANNING APPLICATION LOCATION PLAN

APP. NO 67953

ADDRESS: 24 Brookfield Prestwich



Planning, Environmental and Regulatory Services

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Item 01 – 67953

Photo 1



Photo 2



Item 01 – 67953

Photo 3



Photo 4



Photo 5

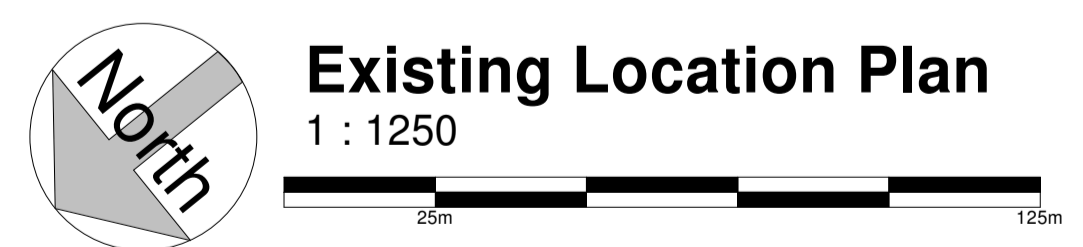


Photo 6



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NOTES:



Revision Number	Date	Description of Revision	Chkd	Appr
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**SEED Architects** Parsonage Chambers  
3 Parsonage  
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status  
For Planning

job title  
24 Brookfield

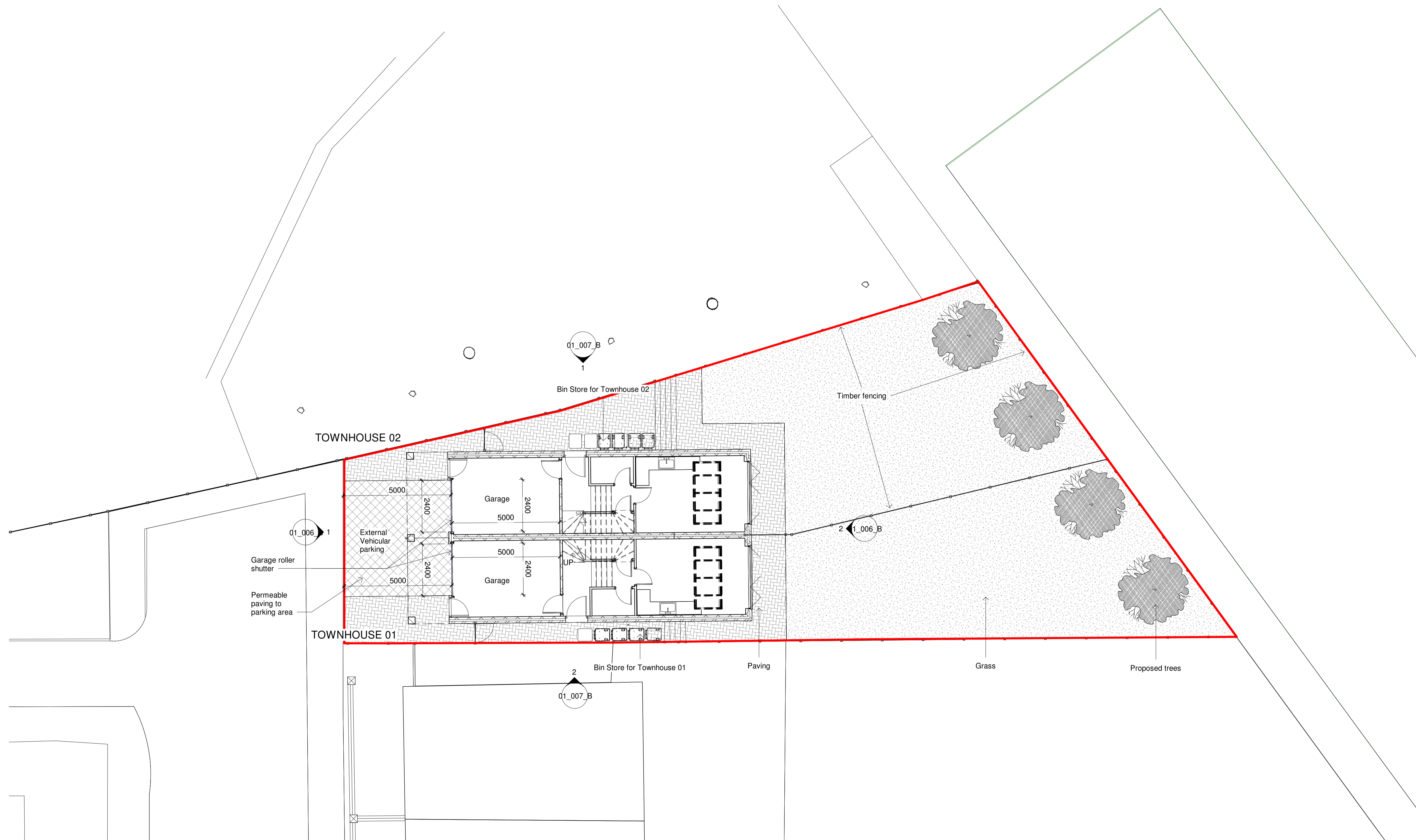
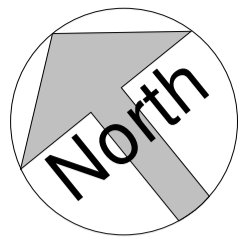
Location

drawing title  
Site Location Plan

author	date
LP	09/12/2021
checker	date
RH	09/12/2021

scale	paper size
1 : 1250	A1

Project no.	Type	Seed drawing no.	Rev.
3268		00-000	



**Proposed Site Plan**  
1 : 100



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NOTES:

Revision Number	Date	Description of Revision	Chkd	Appr
A	15/08/22	Amendments following planner comments		

**SEEDY Architects**  
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Planning Permisson

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24 Brookfield | Prestwich

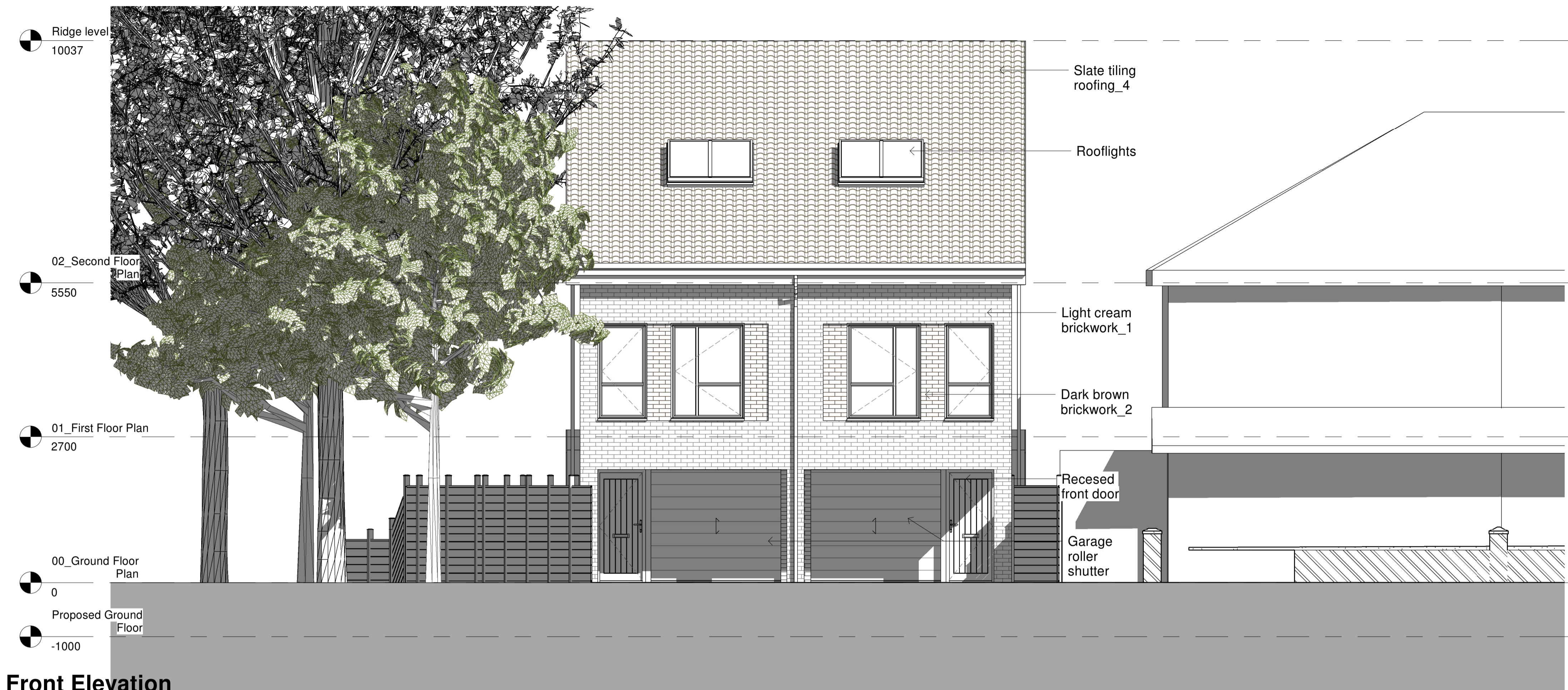
Location

drawing title  
Proposed Site Plan

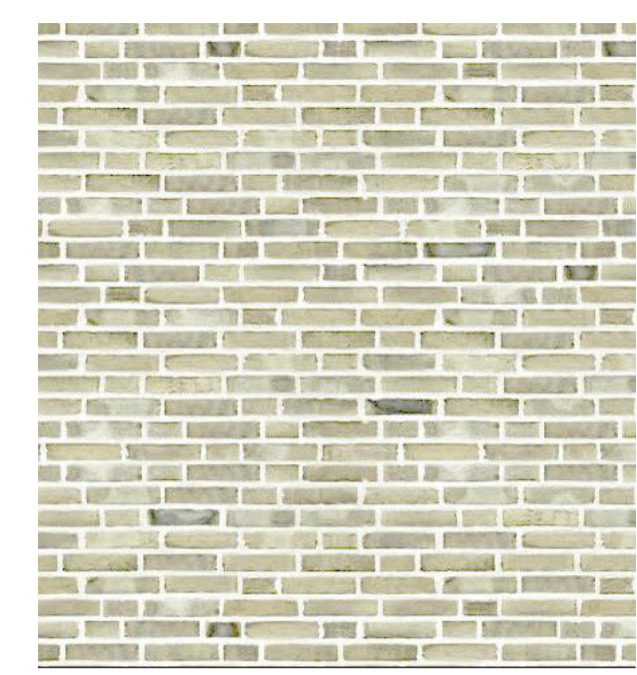
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3268		01_001_B	A

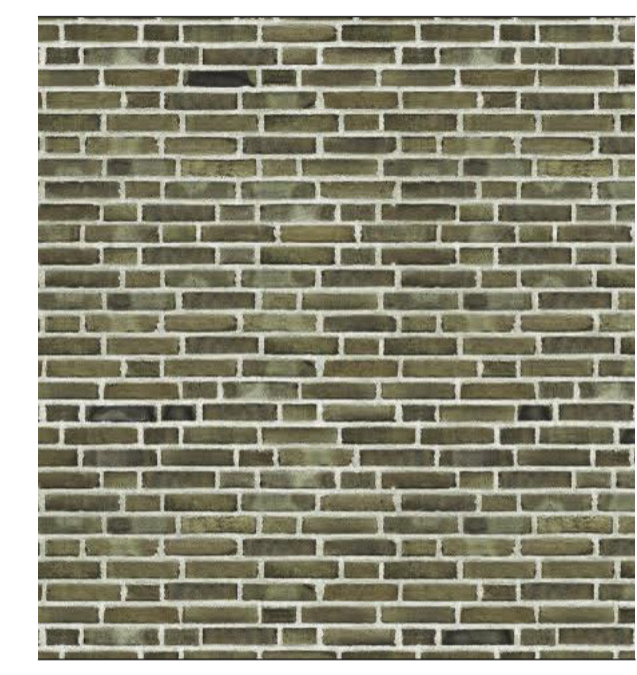
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**Front Elevation**  
1 : 50



Light cream brick\_1



Dark brown brick\_2



GRP roofing\_3



Slate tiling roof\_4



Timber fencing\_5



**Rear Elevation**  
1 : 50

NOTES:

Revision Number	Date	Description of Revision	Chkd	Appr
B	16/08/22	Amendments following planner comments		
A	15/08/22	Amendments following planner comments		

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status  
Planning Permission

job title  
24 Brookfield | Prestwich

Location

drawing title  
Proposed Elevations

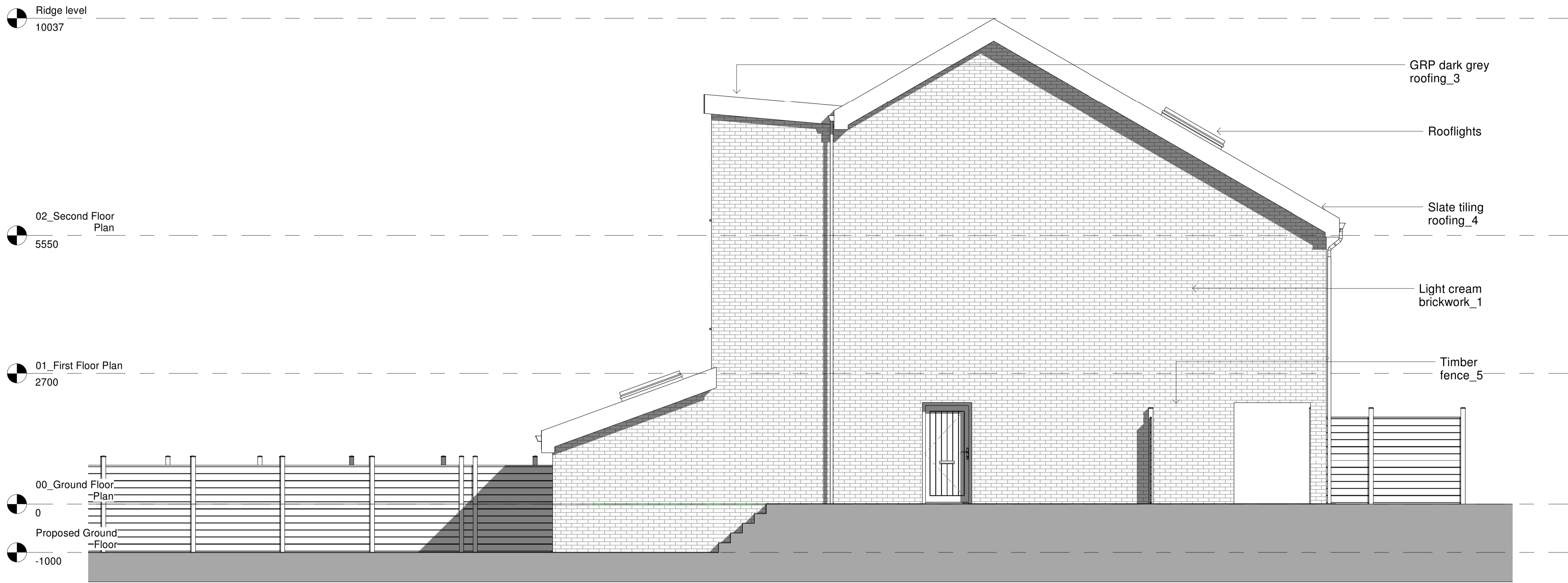
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NOTES:



North Side Elevation

1 : 50



South Side Elevation

1 : 50

Revision Number	Date	Description of Revision	Chkd	Appr
B	16/08/22	Amendments following planner comments		
A	15/08/22	Amendments following planner comments		

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status  
Planning Permission

job title  
24 Brookfield | Prestwich

Location

drawing title  
Proposed Elevations

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checker RH	date 08/02/2022
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