

PLANNING STATEMENT AND JUSTIFICATION FOR THE PROPOSED DEVELOPMENT

GSS23082 – 72-74 Kings Road

1. Introduction

1.1 Gold Sketch Studios has been instructed by our client, Prestwich Beth Hamedresh to prepare and submit a full planning application at 72-74 Kings Road, Prestwich, M25 0LN.

1.2 The formal description of the development:

‘Full planning permission for the extension of the existing synagogue to the adjacent property’

1.3 The proposed application building footprint is approximately 198.3m².

The existing synagogue has the footprint of 118.9m². While 72 Kings Road, an existing semidetached 4 bedroom house has the footprint of 68.1m². The proposal is to extend the existing synagogue by 11.4m² and combining the two properties would extend the synagogue from 118.9m² to 198.4m².

1.4 The purpose for the proposed development is to extend the main pray room to accommodate the existing attendees only. The proposed combination of the property will create a comfortable space for all attendees and to be able to provide enough seats during service. Currently during regular pray services, a significant number of people must simply stand throughout the entire service, due to the limited number of seats available.

1.5 The application is accompanied by the following:

- Existing and proposed floor plans
- Elevation drawings
- PFE Statement
- Transport and Highway Report produced by Curtins
- Noise impact assessment produced by Braiden.

2. Existing Site and Surroundings

2.1 74 Kings Road, is a Shteible. A Shteibel is a small and homely local place of worship where individuals gather for prayer and communal activities. It serves as a vital hub within the community, fostering a close-knit atmosphere conducive to daily services, study sessions, and religious gatherings.

2.2 A Shteible creates a community spirit. A example of this is when a member of the synagogue gives birth, all the members come together to help the family with a meal rota and other assistance.

2.3 The current layout of the site is two buildings with a shared footpath separating the two properties and allowing external access to the rear.

- 2.4 The proposed development site is situated at the intersection of Kings Road and Mowbray Avenue. Along Kings Road there are a blend of residential dwellings, commercial establishments, and educational institutions, all conveniently reachable within a 2-minute walk from the site.
- 2.5 The site has ample on-street parking available along Kings Road and Mowbray Avenue.
- 2.6 The current Shteible serves as a vital hub for the local community, with members regularly gathering for prayer throughout the day. However, during peak periods such as the Sabbath and Jewish festivals, the space becomes severely overcrowded, rendering it inadequate for its intended purpose. Fathers and sons are often separated due to the lack of space.
- 2.7 The existing facilities are unable to meet the demand, resulting in members standing in cramped corridors, entrance foyer and alleyways between tables and the cloakroom (**Refer to images in Appendix A for visual reference**). The current tables are only 20cm deep (a normal table is 40cm) and the spacing between table rows is insufficient leading to people having to squeeze into seats. There is also signage up all around the shteible to dissuade people from standing in corridors as this could become a fire risk.

3 Proposed Development

We have received a positive pre-app response on 07/11/2024 (reference- 02993E), this is the feedback we received. It states that the *'noise assessments has been carried out in accordance with guidelines and British Standards and the assessment identifies that there will be no increase in noise levels with the proposed planning application/development. The proposed mitigation using the hush panel lining, addresses the concerns in relation to impacts on the neighbours amenity. Therefore, the proposal should be accepted for the condition of noise'*. Additionally, there would not be an issue regarding imposing on the neighbouring property as the congregation would enter via the existing front and side doors.

The highway officer stated that he is *'happy to go along with the conclusions of the highway statements, produced by Curtins'*. These highway notes can be seen in section 4: *Traffic and transport*.

- 3.1 The proposed application seeks to extend the current synagogue by incorporating the adjacent property. This extension involves the construction of a single-story structure positioned between the two properties, effectively joining them. By utilizing the shared footpath between the properties, the plan is to merge the two buildings into one large main prayer room and entrance area. Care has been taken whilst designing the layout to ensure the main pray room is furthest away from the adjacent property as this will be the main source of any noise.
- 3.2 The objective of the proposed development is to expand the primary prayer room **solely to accommodate the current attendees**. By combining the properties, we aim to create a more spacious and comfortable environment for all current participants, ensuring an adequate number of seats during services and enough room to move around comfortably. Presently, a considerable portion of the congregation is forced to stand throughout the entire service due to the limited seating capacity the proposal results in an extra 18 seats catering to the people who currently must stand. The proposal also allows for greater distances between tables, increasing

the comfort and practicality of the main shul. This will also allow families to sit together during services, protecting family spirit.

- 3.3 At present, 74 Kings Road the existing main shul room has the footprint of 68 SQM. 72 Kings Road, has the footprint of 68.1m². The proposal is to extend the existing synagogue by 11.4 SQM and combining the two properties would extend the main shul room from 68 SQM to 104 SQM. The Main shul increasing in footprint by 36 SQM.
- 3.4 The alterations to the front elevation facing Kings Road will solely consist of the proposed single-story extension, which will combine the two properties. Additionally, two new front doors are planned to be installed on the right-hand side property. The left, right, and rear elevations will remain unchanged, preserving their existing design.
- 3.5 The ground floor will be redesigned to accommodate a larger main prayer room and an expanded entrance hall. The layout of the first floor of 74 Kings Road will remain unchanged.
- 3.6 The first floor of 72 Kings Road will be repurposed for office use. There are three offices, these are designated to the Rabbi, office administration and general office. It is important to noted that these offices will only be used during working hours.
- 3.7 We are working closely with the adjacent neighbour to upgrade the adjoining party wall to add sound insulation to meet sound standards set out by building control. **(Please see detail in appendix D).**
- 3.8 Without this much needed work, the existing members will be forced to find another shul in the local area. this is not practical as the same issues raised will incur at these other shuls. Beis Mordechai (90 Kings Road) has recently had planning granted to facilitate similar needs. The other shuls in the area **(see appendix E)** if not already, will become overcrowded and require similar works to facilitate their members.
- 3.9 In response to feedback we have relocated the front entrance door further away from the adjacent property. The proposal also includes the installation of planters along the front garden of number 72, with new gravel infill between the new planters and the boundary of number 70 Kings Road. This is intended to enhance the privacy of the neighbouring property and remove any chance of people walking close to the boundary.

4 Traffic and transport

- 4.1 This Shteible is an ultra-orthodox synagogue. Religious Jews do not drive during the sabbath (Friday sundown to Saturday night) or on religious holidays which is the peak times of pray services. As a result of this, the Shteible is only attended by locals who live in the immediate vicinity and will walk a couple of minutes to come to their synagogue.
- 4.2 Whilst there is no dedicated parking, there is on-street parking available along Kings Road and Mowbray Avenue on the rare occasions a member has to drive to the Shteible. **(see images taken during peak times in Appendix B to see available parking during service)**

The existing bike store is to be retained on site as mentioned on the site plan and transport report.

- 4.3 The highway notes conclude that from a highways and transport perspective, the proposed development would not have a severe impact on highway safety and an appropriate level of car parking and cycle storage is provided in response to the anticipated usage. There is clearly potential to mitigate any potential harmful impacts as set out above.
- 4.4 The synagogue expansion is intended solely to cater to the existing members who currently attend services at the site. Therefore, we do not anticipate any new car journeys to be generated as a result of this proposed development.
- 4.5 In summary, based on the Highway and Transportation policies, the proposed extension and combination of the synagogue aim to improve the comfort of the existing accommodation for current users only. It is clear that this development will not result in an increase in the number of journeys, therefore it cannot be argued that it will have a severe impact on local roads.

5. Planning Policy

5.1 This section is to highlight the main planning policy which is considered relevant for this application.

Saved Policies of the Bury Unitary Development Plan (1997)

5.2 Policy EN1 (Built Environment) states that the Council will seek to protect, preserve and enhance the character, appearance and amenity of the Borough's built environment.

5.3 Policy EN1/2 (Townscape and Built Design) states that the Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements.

Factors to be considered when assessing proposal will include:

- The external appearance and design of the proposal in relation to its height, scale, density and layout
- The relationship of the proposal to the surrounding area
- The choice and use of materials
- Access and other design features for the mobility impaired
- The design and appearance of access, parking and service provision
- Landscaping, including the use of natural features, and open space provision
- The use of lighting

5.4 Policy HT5 (Accessibility for Those with Special Needs) states that the Council will seek to improve accessibility, and the means of movement for the mobility impaired and those with special needs.

5.5 Policy HT5/1 (Access for Those with Special Needs) states that the Council will encourage the provision of satisfactory access to pedestrian areas and public and private buildings for the mobility impaired and those with special needs. This will be achieved by proposal which include demarcated car parking, ramped accesses and better design of buildings incorporating details such as wider and/or automatic doors.

5.6 Policy CF1 (Proposal for New and Improved Community Facilities) states that the proposal for new and improved community facilities will generally be looked on favourably by the Council.

National Planning Policy Framework (2012)

5.7 On March 2012, the Government published the National Planning Policy Framework (NPPF). The document details a comprehensive of all UDP Policies to determine their consistency with the NPPF.

5.8 Central to the NPPF is a presumption in favour of sustainable development and the need for the planning system to support economic growth in line with the Planning for Growth Ministerial Statement.

5.9 The section 8 (NPPF) states the UDP's policies relating to community facilities are considered to be consistent with the NDDF's aim to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs

6 Appraisal Development

6.1 On the previous application scheme in Dec 2023, support was received from local councillors and over 180 local residents (**See appendix C**). In addition to this there has been no objections on the councils website from any of the neighbours.

7 Principle of Synagogue Extension

7.1 There is a clear and pressing demand for the current synagogue in this area. Attendance for all daily services is consistently high, and during the sabbath and religious holiday services, the synagogue is significantly over capacity. The proposed extension is crucial to meet the needs of the existing members. During weekends and religious holidays, many members are compelled to stand along the perimeter of the main prayer room, at the entrance and the cloakroom for the entire service due to the limited seating available. It's important to clarify that the proposed expansion into the adjacent property is **not** aimed at accommodating future membership growth, but rather to provide additional space **solely for the existing members**.

7.2 UDP Policy CF1 states that it is to everyone's benefit that there are community facilities such as clinics, hospitals, places of worship, nurseries, schools, meeting places and care facilities of a high standard, in sufficient numbers and in the right locations. Proposals for new and improved community facilities will generally be looked on favourably by the Council, where it does not conflict with amenities or the local environment.

7.3 The proposed extension/combination of the synagogue is judged to comply with UDP Policy CF1.

7.4 UDP Policy CF1/1 provides several criteria that proposal for new and improved community facilities must be carefully considered. The proposal for the extension and combination of the synagogue is within the requirements of this policy below:

7.5 *Impact on residential amenity and the local environment:*

7.5.1 After the combination of the two properties, the synagogue will be used in the same way as it is currently. Weekday services are held between 0700-0830 and 1900-2200. Saturday services will be held over a three-hour period. The synagogue has been in this location for many years, the building was rebuilt in 2002 and was a synagogue before this. There is history of planning application on the councils website dating back to 1988.

7.6 *Traffic generation and car parking provision:*

7.6.1 Almost all attendees of the synagogue for the daily services walk or use a bike as they typically live nearby. During Sabbath services or Jewish holiday services, there are no car journeys taken place under any circumstances due to religious reasons.

7.7 *The scale and size of the development:*

7.7.1 The development is for the combination of the two existing properties and a small single-story extension to combine the two, thus making the proposal a small scale development in keeping with the street scene.

7.8 *Where applicable, access to shops and other services:*

7.8.1 The site is in a high economic sustainable location, as the location offers shops and other services in proximity. Typically, attendees would go to the nearby kosher shops immediately before or after the weekday services.

7.9 *If the use is intended to serve a local community, or catchment area, the suitability of the chosen location in relation to that community or catchment area:*

7.9.1 The local catchment area of the proposal is extremely popular within the Jewish community and has been historically for decades. Therefore, the location is considered to be a wholly appropriate location for the proposed extension of the synagogue.

7.10 *The needs and requirement of the disabled:*

7.10.1 The design and layout for the proposal has been given high consideration to the requirements of those whose mobility is impaired and will meet the requirement of the Disability Discrimination Act (DDA) 1995

8 Built Environment and Design

- 8.1 The Built and Environment policies of the Bury UDP establish urban design principles which include enhancing the character, appearance and amenity of the environment.
- 8.2 In response to these requirements, the proposed extension/ combination of the two properties has been designed with reference to the massing and scale of the surrounding properties to guarantee a successful integration within its context.
- 8.3 The extension has been designed to fit in with the style of the two existing buildings and surrounding properties. The brickwork is to match the existing and the new windows sizes and materials are to also match with the two existing properties.

9 Summary

- 9.1 This Planning and Justification statement has outlined the distinct need for the proposed development. The intention is not to anticipate or encourage the expansion of current users in the future. Rather, the objective is to provide additional comfortable space for all existing attendees, thereby avoiding the need for individuals to stand throughout the entirety of services.
- 9.2 This proposal undeniably brings significant benefits to the local community, with numerous positive impacts identified. In accordance with the National Planning Policy Framework (NPPF), which recommends favourably treating applications that contribute positively to the community, it is our firm belief that planning permission should be granted for the proposed development.

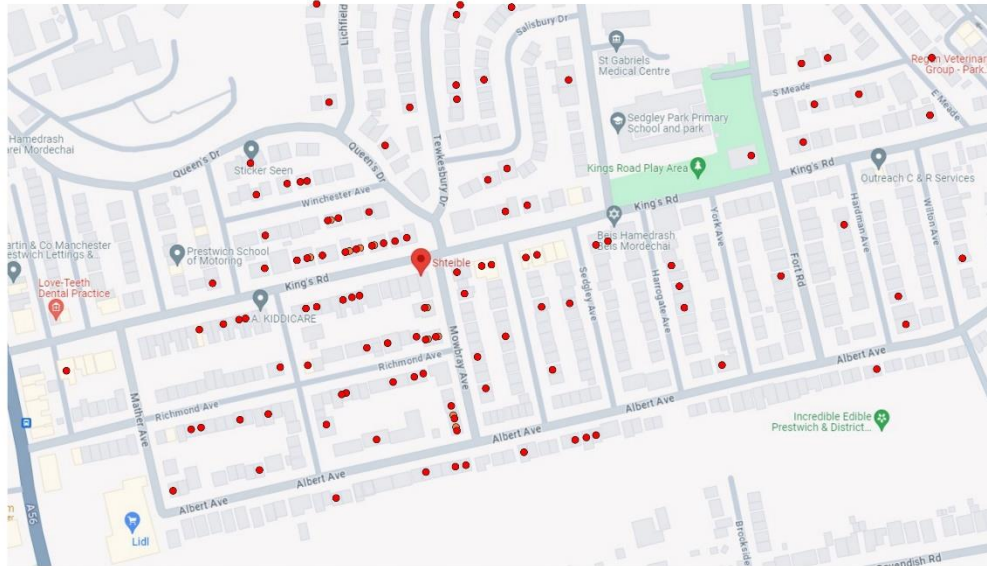
Appendix A



Appendix B



Appendix C



This is my confirmation that I fully support the planning application of Prestwich Beth Hamedrash to join and extend into no 72 Kings Road.

Name	Address	Signature
M. Silver	18 Tewkesbury Drive	msh
J. Moise	28 Sedgley Park Road	J. Moise
Nosson Meier	22 Richmond Avenue	Nosson Meier
Y. Cohen	4 Tuley Drive	Y. Cohen
R. LIPSCHUTZ	2, HADRIAN AVE	R. LIPSCHUTZ
Y. Aronson	7 Tewkesbury Drive, M25	Y. Aronson
Y. Cohen	17 Winchester Ave	Y. Cohen
Y. Fischer	14 Fort Road	Y. Fischer
G. KISSIN	19 SALISBURY DRIVE	G. KISSIN
GARY TRAVERS	39 BISHOPS ROAD M25	GARY TRAVERS
N. DZIALOWSKI	23 Kings Road	N. DZIALOWSKI
O. MOSCOWITZ	10 Sedgley Ave	O. MOSCOWITZ
G. Rosen	1 Hereford Drive	G. Rosen
M. KRAMER	1 South Meade, Prestwich	M. KRAMER
A. ICLYNE	119 KINGS ROAD, PRESTWICH	A. ICLYNE
Isaac J. J. J. J.	5 Arlington Avenue	Isaac J. J. J. J.
Abraham Schwarz	72a ALBERT AVE	Abraham Schwarz
D. Grynbaum	6 West mead	D. Grynbaum
M. Grosskopf	6 Vernon Ct	M. Grosskopf
Y. M.	2 Van Ave	Y. M.
D. LEANAR	7 PRINCESS AVE	D. LEANAR
J. Cape	1 Lorcaner Drive, Prestwich	J. Cape
J. Lewin	155 ALBERT AVENUE PRESTWICH	J. Lewin
B. Gordon	12 Princess Avenue Prestwich	B. Gordon
J. Cohen	26 Hilton Crescent Prestwich	J. Cohen

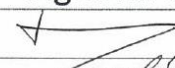
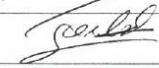
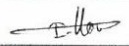
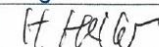
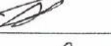
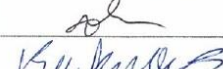
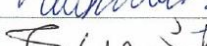
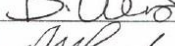
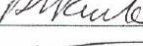
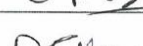
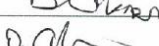
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Name	Address	Signature
Y. Brumer	25 Cuckfield Ln	Y. Brumer
M. WEISLER	Linefield court	M. Weisler
J. BEATON	50 RICHMOND AVE	J. Beaton
M. SABERSIC	67 RICHMOND AVENUE	M. Sabersic
Ari Simmons	20 Tewkesbury Drive	A. Simmons
A. Brown	41 Merton Rd	A. Brown
E. Sipper	78 Albert Ave	E. Sipper
M. Ray	14 Macbray Ave	M. Ray
S. Wilson	79 Burg Old Road	S. Wilson
N. Talor	54 Kings Rd	N. Talor
N. KAMFMAN	2 South MCGEE	N. Kamfman
Y. Steinberg	37 Kings Road	Y. Steinberg
E. Wieder	21 Danesbury	E. Wieder
L. Beck	16 Breeze mount	L. Beck
M. Horn	20 Winchester ave	M. Horn
T. Cohen	3 South Mead	T. Cohen
A. Brodie	37 Burg Old Road	A. Brodie
Yehuda	5 Arlington Avenue	Yehuda
J. Rose	30 Hereford Drive	J. Rose
J. Coward	27 M25 DHR	J. Coward
D. Santhana	16 M25 CHG	D. Santhana
D. Rose	21 M25 CLF	D. Rose
D. Polberg	40 Moor Lane M73P2	D. Polberg
T. T. Chotomish	47 Caversham Rd	T. T. C.
YCD Cohen	27 Hereford Drive M25	Y. Cohen

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Name	Address	Signature
M. Benkege	52 Richmond Ave M25 2W	M. Benkege
M. ROYDE	79 ALBERT AVENUE M25 0CF	M. Royde
N. Kabbalin	11 Harrogate Ave M25 0LT	N. Kabbalin
T. Gild	50 King Road M25 0LN	T. Gild
Z. Saller	37 KINGS RD	Z. Saller
S. Schwallbe	33 King Rd M25 0LN	S. Schwallbe
J. Feingold	79 Bishop's Road	J. Feingold
G. JACOB	106 Scholes Lane	G. Jacob
C. Gilden	39 Kings Rd M25 0LN	Chaim Gilden
MD Kanter	34 King Rd M25 0LE	MD Kanter
R. Gope	34 H. King Crescent	R. Gope
J. Jacobson	4 Manbray Ave	J. Jacobson
M. Kreusberg	11 Lancaster Drive	M. Kreusberg
F. Erger	79 Lichfield Drive	F. Erger
H. Klein	48 Kings Road	H. Klein
M. KERNER	9 Winchester Ave.	M. Kerner
M. HENCZEL	99 KINGS ROAD	M. Henczel
M. GOLDMAN.	9 Cedric Road M8	M. Goldman
M. SINGER	97 ALBERT AVE	M. Singer
Z. Golan	28 Tewkesbury Drive	Z. Golan
S. LENT	3 TEWKESBURY DRIVE	S. Lent
Rabinowitz J.	31 Kings Road	J. Rabinowitz
A. Githin	29 Parkway M25	A. Githin
A. Topperman	2 Staback Ave	A. Topperman
SHIMON MAX	64 ALBERT AVE. PREST.	Shimon Max

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Name	Address	Signature
Joseph Gully	60 Kings Road, M25 OLN	
Zvi SIC RABIN	88 ALBERT AVENUE, M25 OLN	
Itzik Korn	20 WINCHESTER AVE	
Yisrael Salzer	58 Kings Road M25 OLN	
Hershy Heller	18 Huntley Road, M8	
M. Halpern	17 Princess Anne	
A Goldberg	38 Richmond Ave	
Y Pines	41 Richmond Ave	
Y Dahan	86 Kings Road	
B Kahn	31 Fairway	
Sisberg	66 Richmond Avenue	
Weisbart Nuchi	33 Albert Ave	
Rabinowitz S.	29 Kings Road	
Ilan Weinstein	3 Circular Road, M25 9NR	
ADRIAN REUBEN	26 WINCHESTER AVE M25 0LT	
SHLOMO KATZ	26 LICHFIELD DV M25 0HX	
Ellerer Dunner	16 Moulbury Ave	
DOUG COHEN	23 PARKWAY PRESTWICH	
David Elbertson	32 Richmond Avenue, Prestwich	
Yehoshua Chin	90 Albert Ave.	
Moshe Tuvia Dahan	86 Kings Rd	
DAVID JACOBSON	10 WESTWOOD AVE	
David Nissenbaum	8 Cavendish Rd, Salford	
M. Frankel	30 Bishop Road Pl. Wiche	
Alvin	3 Milford Avenue M25	

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Name	Address	Signature
DRAGENWITZ	57 KINGS RD M250LQ	D. Dragewitz
S. Goldberg	10 Lincoln Drive	S. Goldberg
B WEISS	2 NORWOOD M25-947	B. Weiss
M HASSID	144 ALBERT AVE M25 OFF	M. Hassid
A. Zimmer	12 Doredale Ave	A. Zimmer
S. Frankel	60 Richmond Ave M25 off	S. Frankel
R. Eckslein	4 Meadbrook Ave	R. Eckslein
N. Gural	24 Richmond Ave M25 off	N. Gural
N. WILSON	6 HILTON CRESTVIEW M250LQ	N. Wilson
Y. MOSCOWITZ	18 Winchester Avenue M250LQ	Y. Moscovitz
Klein	28 Kings Road M250LQ	Klein
J. STRASMAN	34 TEWKESBURY DRIVE	J. Strassman
J. DORTCHES	1 fairway, M250SF	J. Dortches
N. FRANKEN	15 VINE STREET	N. Franken
S. SANTIAGO	4 HAZARD AVE	S. Santiago
J. NEUMANN	46 ALBERT AVE	J. Neumann
S. WINGARTEN	32 TEWKESBURY DRIVE	S. Wingarten
J. PRISSES	19 WILTON AVE	J. Prisses
C. Erlinger	19 Kings Road	C. Erlinger
A. Kaufman	43 Richmond Ave	A. Kaufman
N. THURICH	6 Tewkesbury Drive	N. Thurich
B. M. ANSARA	47 Kings Rd	B. M. Ansara
S. Z. S. S. S.	7 Queens Drive	S. Z. S. S. S.
REUVEN DAVIS	10 South Meade	Reuven Davis
YEHUDA HIRSCH	10 SALISBURY DRIVE M250HU	Y. Z. Hirsch

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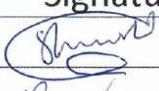
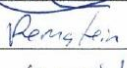
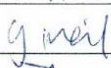
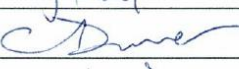
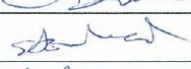
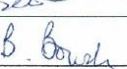
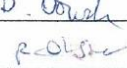
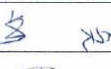
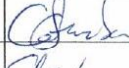
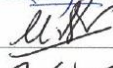
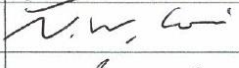
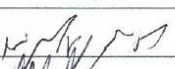
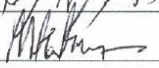
This is my confirmation that I fully support the planning application of Prestwich Beth Hamedrash to join and extend into no 72 Kings Road.

Name	Address	Signature
Hillel Roberts	61 Kings Road	H. Roberts
Noelana Havela	32 Kings Road	Noelana Havela
Menachem Gussman	19 Hardman Ave	Menachem Gussman
Yishai Lister	37 PARK LANE COURT	Yishai Lister
Avinoam Miller	28 CASTLE HILL RD	Avinoam Miller
Mordechai Felt	47 Tewkesbury Drive	Mordechai Felt
Michael Triblow	39 Salisbury Dr.	Michael Triblow
Moshe Lakshten	6 Winchester Ave	Moshe Lakshten
JOSEPH MULLER	1, OAKDALE CLOSE M45 7LU	JOSEPH MULLER
Levi Cope	27 pulsing M25 0JB	Levi Cope
David Stark	64 G. J. St M25 0LW	David Stark
Xmasen Ref.	5 Cranbrook Dr M25 0S2	Xmasen Ref.
LEONARD ROSE	11 WINCHESTER AVENUE M25 0LS	LEONARD ROSE
Anispraus	17 Bishops Road	Anispraus
Shmueli Neuman	41 Kings Road	Shmueli Neuman
David Rottenberg	23 Scholes Walk M25 0A2	David Rottenberg
Yehoshua Samson	5 Harrgate Ave M25 0LT	Yehoshua Samson
Itay Wexelbaum	8 Cranbrook Drive	Itay Wexelbaum
Reuven Dagher	59 Richmond Ave	Reuven Dagher
David Morris	92 Albion Ave M25 0LW	David Morris
Jacob Pritz	6 Queens Drive, Prestwich M25 0HTQ	Jacob Pritz

This is my confirmation that I fully support the planning application of Prestwich Beth Hamedrash to join and extend into no 72 Kings Road.

[illegible]

This is my confirmation that I fully support the planning application of Prestwich Beth Hamedrash to join and extend into no 72 Kings Road

Name	Address	Signature
Shmuli Horn	53 Richmond Avenue	
Bergstein	12 Mowbray Avenue	
Reid	14 Mowbray	
C Diner	16 Mowbray	
Rosenhead	19 Mowbray	
Bowden	15 Mowbray Ave	
R. B. B. B.	66 Richmond Ave	
Charnick Alton	15 HARROGATE AVENUE	
Shimon Korman	43 Hereford drive	
Yehuda Gdylor	38 Bridges rd	
C Jacobson	2 Mowbray Lane	
E. K. Korman	3 Mowbray Ave	
M. ZERIA	78 KINGS ROAD	
N GORDON	Harro Susha World	
M. M. M.	80 Kings rd	
M. Hoffman	76-78 + Harro Kings Road	

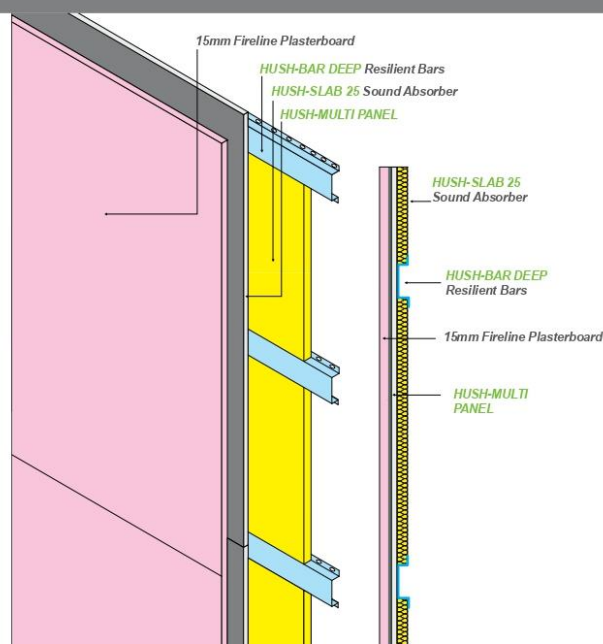
This is my confirmation that I fully support the planning application of Prestwich Beth Hamedrash to join and extend into no 72 Kings Road.

[illegible]

Appendix D

HUSH UK - HD1041

HUSH-WALL LINING SYSTEM



Specification

- 15mm Fireline to be installed over the Hush-Multi panel, ensuring that all joints are staggered. All perimeters are to be sealed using the Hush-Isolation Tape and the Hush acoustic sealant. Both boards to be fixed to the Hush-Deep Resilient Bars.
- Hush-Slab 25 Sound Absorber to be fitted between the Hush-Bars.
- Hush-Bar Deep Resilient Bars fixed horizontally at 450mm centres to the wall.

Features

- ✓ Approved Document E
- ✓ Timber stud, steel stud, brick or block walls
- ✓ High standards of airborne sound reduction
- ✓ Can reduce both flanking and direct sound transmission
- ✓ Minimum loss of space

Acoustic Performance

Airborne $D_{nT,w}$ dB Airborne $D_{nT,w} + C_{tr}$ dB
58 48

Results based on 100mm timber stud wall

Approved Document E

- UK Building Regulations approved Document E 2003 incorporates a unit of measurement to determine low frequency airborne sound transmission.
- Due to proven intrinsic difficulties of measuring low frequency sound, in domestic sized rooms, it must be expected that there could be significant deviations in the accuracy of these measurements. Furthermore, there will be variations from site to site due to structural differences in buildings, general site conditions and workmanship.
- All these factors can influence the repeatability of both impact and airborne acoustic test results. Therefore, any test results must be considered as an indication only and no warranty can be given or implied as to the actual acoustic performance in any particular situation.

HUSH (UK) LIMITED
44 Canal Street,
South Sefton,
Merseyside L20 8QU.

Tel: 0151 933 2026
Fax: 0151 944 1146
Email: info@hush.uk.com
www.hush.uk.com



HUSH ACOUSTICS
Sound Insulation Products and Systems

Appendix E

- Heichal Hatorah - 45 Bury Old Rd, Prestwich, Manchester M25 0EY
- Holy Law Shul - Bury Old Rd, Prestwich, Manchester M25 0EX
- Aish Kodesh - 36 Bury Old Rd, Prestwich, Manchester M25 0FT
- Beis Hamedrash Beis Mordechai - 90 King's Rd, Prestwich, Manchester M25 0FY
- Beis Hamedrash Shaarei Mordechai - Bury New Rd, Prestwich, Manchester M25 0JU