MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	139878/FO/2024
Date registered valid:	28 January 2025
Proposal:	Erection or a terrace of four 3 storey dwellinghouses, following the demolition of Barway Court; conversion and erection of a 3 storey extension to the side and part single/part two storey rear extension to the side of no. 28 Edge Lane to form a terrace of three dwellinghouses, with associated car parking and landscaping.
Address:	28 Edge Lane, Manchester, M21 9JY
Ward(s):	Chorlton Ward
Applicant:	Mr Krell
Agent (if any):	Mr Matthew Mcnulty Mcnulty Architects
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	25 July 2025

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 3 March 2025

Standard consultations:
Printed: 31 January 2025 Expired: 21 February 2025

Neighbour notifications
Printed: 31 January 2025 Expired: 21 February 2025

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

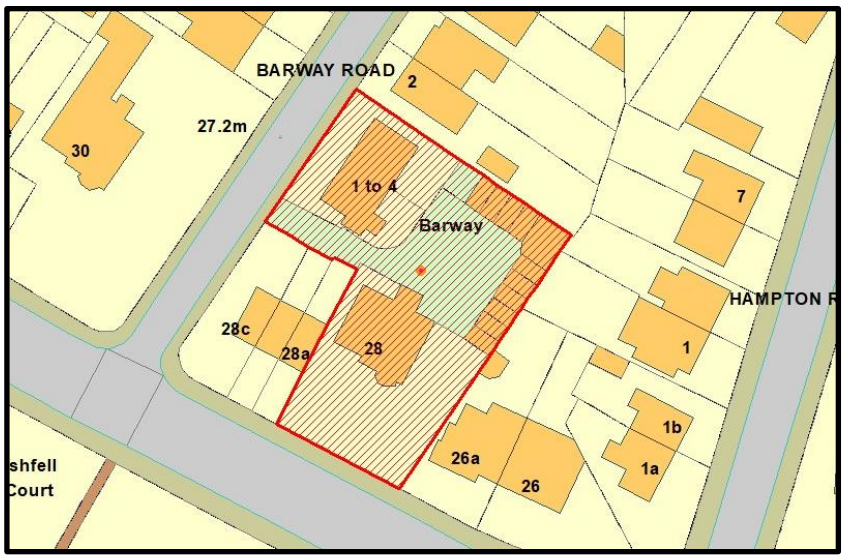
Environmental Statement: Not required

Description of site/building/area

This application relates to an L-shaped site, approximately ** in size, that fronts both Edge Lane and Barway Road. The site consists of the following:

- no. 28 Edge Lane, a Victorian villa in use as 9 flats,
- Barway Court, a 2 storey building in use as 4 flats.
- and a central hardsurfaced area serving a series of lock-up garages.

The site is shown below:



The area is predominantly residential in nature.

Listed building: No
Conservation area: No
Tree Preservation Order: No

Description of development

The applicant is proposing the following:

- Erection of a terrace of four 3 storey dwellinghouses, following demolition of Barway Court.
- Erection of a 3 storey extension to the side of no. no. 28 Edge Lane, in association with the conversion of that property into a terrace of three dwellinghouses.
- Provision of a car parking court at the rear.
- Associated landscaping.

The proposed layout is shown below:



Planning permission to erect the following on the site was granted in January 2020 under reference 121557/FO/2018:

> *Erection of 7 No. dwellings involving the retention of existing building at No. 28 Edge Lane and demolition of No.'s 1 - 4 Barway Court, including car parking and landscaping*

That consent was never implemented and subsequently lapsed.

Consultations & Notification Responses

Local Residents – Six letters have been received from local residents, four objecting to the proposal and two making observations and suggestions. The comments are summarised below:

- This will overshadow gardens of 2,4,6,8 Barway Road. The 3 stories size is not in keeping with the modest 1921 two stories that make up Barway Road and is a stark contrast to what is currently there as Barway Court.
- The proposal will have a detrimental impact on nature and existing trees.
- The proposal could lead to a loss of light.
- Insufficient car parking is proposed, this will increase parking pressures on Barway Road.
- The gates access to the car park will interfere with existing parking arrangements.
- The use of stone materials on the Barway Road element of the proposal would be out of character with the houses on that street.
- The proposed lighting in the car park might be a source of light pollution. Low level lighting that does not project above the boundary would be a better solution.

Highway Services – Highway Services have made the following comments:

- Highways accept there will be no significant impact in terms of traffic accumulation, network capacity or highway safety.
- The site is well served on the local bus and tram network with regular services.
- The access point on Barway Road is in excess of 10m from the junction with Edge Lane, this is acceptable to Highways.
- Appropriate bin storage will be provided within the curtilage of each property, which is accepted in principle.
- 100%+ provision acceptable in principle.
- The access gate, to the car park, is set back at a distance of 10m from the junction. This will achieve appropriate stacking space off Barway Road, which is acceptable to Highways.
- Electric vehicle charging points (minimum 7kW) should be provided.
- Parking bays should be formally demarcated.

Environmental Health – Suggests the imposition of a number of conditions (e.g. acoustic insulation, contaminated land, refuse storage) in order to protect residential amenity and public health.

Neighbourhood Team Leader (Arboriculture) – Have made the following comments:

- The trees on this site are relatively low value and therefore, given that this scheme is proposing to retain a large portion of the trees, Arboriculture have no objections to the scheme.
- The majority of the trees on this site are self-set multi-stemmed specimens, however, they do contribute to the local area. Notwithstanding this, the trees on this site are not worthy of TPO status.

Greater Manchester Police (GMP) – No objections to the proposal and suggests the imposition of the *Secured by Design* condition.

United Utilities Water PLC (UU) – Recommends the imposition of a drainage condition.

Greater Manchester Ecology Unit (GMEU) – GMEU have made the following comments:

- An updated bat emergence survey dated 2024, has been provided based on the original bat assessment dated 2019. No evidence of bats emerging, consistent with the previous survey, was recorded. As individual bats can on occasion turn up in unexpected locations, an informative about the presence of bats should be attached to any consent granted.
- In terms of BNG, in order to discharge the statutory biodiversity gain condition, the applicant will need to provide a biodiversity gain plan and final version of the metric. They appear also to be proposing 11 urban trees on-site, under DEFRA guidance these are significant and will require control via an Habitat Management and Monitoring Plan which will also need to be provided in order to discharge the statutory biodiversity gain condition. As only generating 0.13 units, GMEU would regard a standard condition, as opposed to a legal agreement, as more reasonable for the 30 year retention.
- A condition limiting when the clearance of vegetation should be attached to the planning permission.
- Reasonable Avoidance Measures for small mammals should be employed on the site.
- Mitigation and enhancement should be provided, in the form of bat and bird boxes. GMEU recommend 6 bird bricks and 3 bat bricks and the fact that the details can be provided via condition.

Policies

The National Planning Policy Framework (December 2024) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

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

c) approving development proposals that accord with an up-to-date development plan without delay; or
d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear strong reason for refusing the development proposed; or
ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

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

In addition to the above, Section 5 (*Delivering a sufficient supply of homes*) and 12 (Achieving well-designed places) are of relevance:

Paragraph 61 in section 5 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.

Paragraph 73 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;

b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom-build housing;

c) use tools such as area-wide design assessments, permission in principle and Local Development Orders to help bring small and medium sized sites forward;

d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and

e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

Paragraph 131 in Section 12 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 137 states that design quality should be considered throughout the evolution and assessment of individual proposals.

Paragraph 138 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design[54], taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

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

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

Policy JP-G7: Trees and Woodland – This policy states that the member authorities will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. This will be done through local planning and a number of associated activities, but in the case of development as follows:

- Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and
- Protecting trees and woodland during the construction phase of development.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity – This policy states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. It states further than in relation to development, proposals would be expected to:

a) Follow the mitigation hierarchy of:
    i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then
    ii. Adequately mitigating any harm to biodiversity, then
    iii. Adequately compensating for any remaining harm to biodiversity
b) Avoid fragmenting or severing connectivity between habitats;
c) Achieve a measurable net gain in biodiversity of no less than 10%
d) Make appropriate provision for long-term management of habitats and geological features connected to the development;
e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
f) Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

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

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

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

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sited in sustainable locations and which takes account of
- the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H6, *South Manchester* – 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 the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy EN19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.

- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

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

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

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

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

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

Manchester Residential Quality Guidance 2016 – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Guide to Development in Manchester Supplementary Planning Guidance – Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Issues

Principle of the Proposal – In light of the previous approval granted for an identical proposal in 2020, there is no objection in principle to this development. Notwithstanding this, there is still a requirement to evaluate any potential impacts arising from the development, particularly in relation to residential and visual amenity, as well as pedestrian and highway safety.

Standard of Accommodation – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments.

The amount of floor space proposed for each dwellinghouse and that required under the guidance is detailed below:

- House 1, 3 bed – 152m² (Space Standard – 90 to 108m²)
- House 2, 4 bed – 316m² (Space Standard – 106 to 130m²)
- House 3, 4 bed – 192m² (Space Standard – 106 to 130m²)
- House 4, 4 bed – 135.5m² (Space Standard – 106 to 130m²)
- House 5, 4 bed – 135.5m² (Space Standard – 106 to 130m²)
- House 6, 4 bed – 135.5m² (Space Standard – 106 to 130m²)
- House 7, 4 bed – 135.5m² (Space Standard – 106 to 130m²)

As detailed above, the proposal complies with Manchester's space standards.

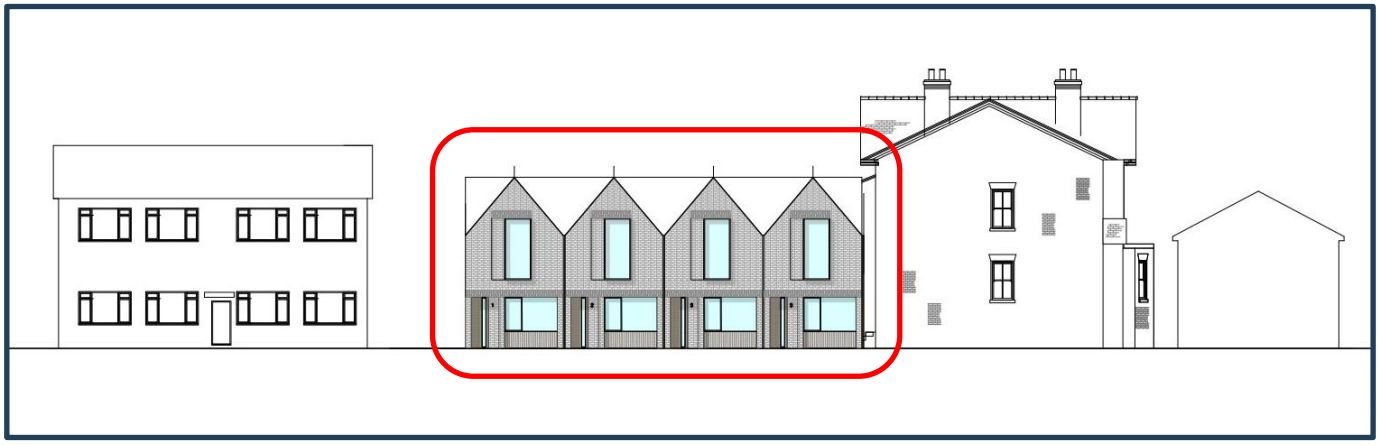
In addition to the proposed floor area, it is also considered that each dwelling would have sufficient outdoor amenity space.

Affordable Housing – The proposed development would be below the 15 unit threshold for the provision of affordable housing.

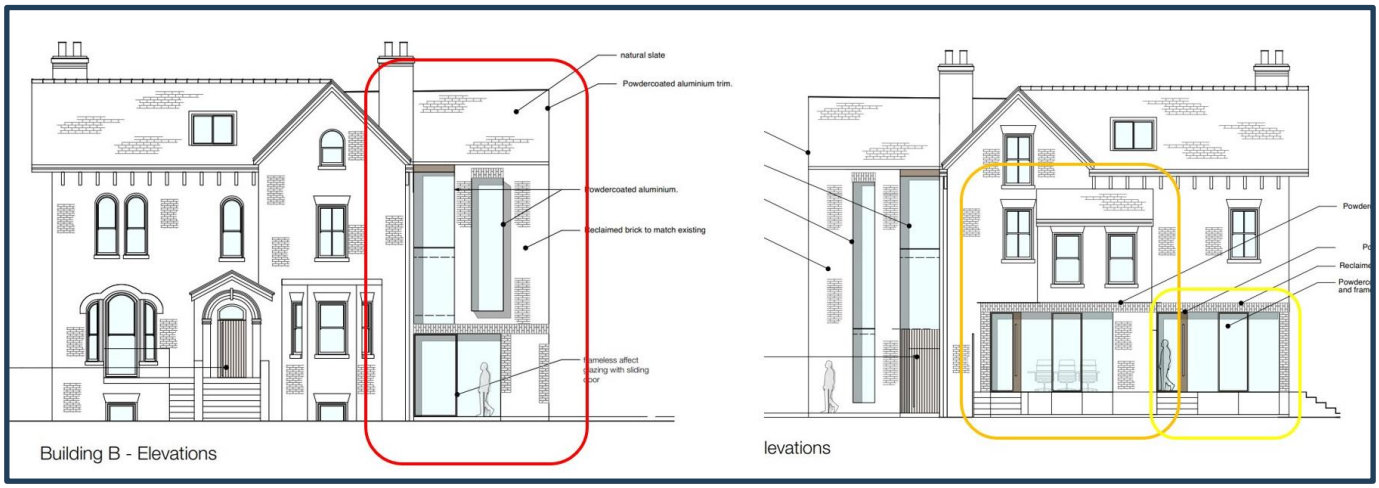
Design – The proposed houses fronting Barway Road would be contemporary in design though constructed from traditional materials, such as natural slate and reclaimed brick. The front elevation is shown below:



The proposed dwellinghouses are shown below in relation to the neighbouring properties:



The applicant is also proposing to erect a three storey extension (circled in red) to the side of no. 28 Edge Lane, along with a part single/part two storey extension at the rear (circled in orange), and elevational alterations (circled in yellow), all in association with the conversion of the property into a terrace of three dwellings.



Like the proposed dwellinghouses fronting Barway Road, the extensions to no. 28 Edge Lane are contemporary in design. The use of matching reclaimed brick, natural slate roofing and large areas of glazing are all considered acceptable. Furthermore, it is considered that the extensions respect and respond to the scale and design of no. 28 Edge Lane.

Concerns have been raised about the use of stone materials in the proposed elevations and how this would be at odds with the surrounding properties. However, the applicant has submitted a materials palette which shows that the bricks to be used are Yorkshire reclaimed 'yellow' multi brick in order to match the existing property at no. 28 Edge Lane. Their use is considered acceptable.

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

Impact upon Privacy – Satisfactory distances would be achieved between proposed and neighbouring habitable room windows limiting the potential impact on neighbouring properties. Furthermore, the windows in the gable elevation of the extension to no. 28 Edge Lane would be required by condition to be obscurely glazed to prevent overlooking of the neighbouring property.

Noise – Given the domestic nature of the activity that would be associated with the seven dwellings, it is not considered that the proposal would be an inherently noise generating development.

Daylight/Overshadowing – Given the orientation and height of the terrace of four dwellings and the extensions to no. 28 Edge Lane, it is not considered that any of the existing dwellings or associated gardens adjoining the site would be subjected to an undue overshadowing. The relationship to neighbouring houses is one that is part of the character of this part of south Manchester and is also found across the City.

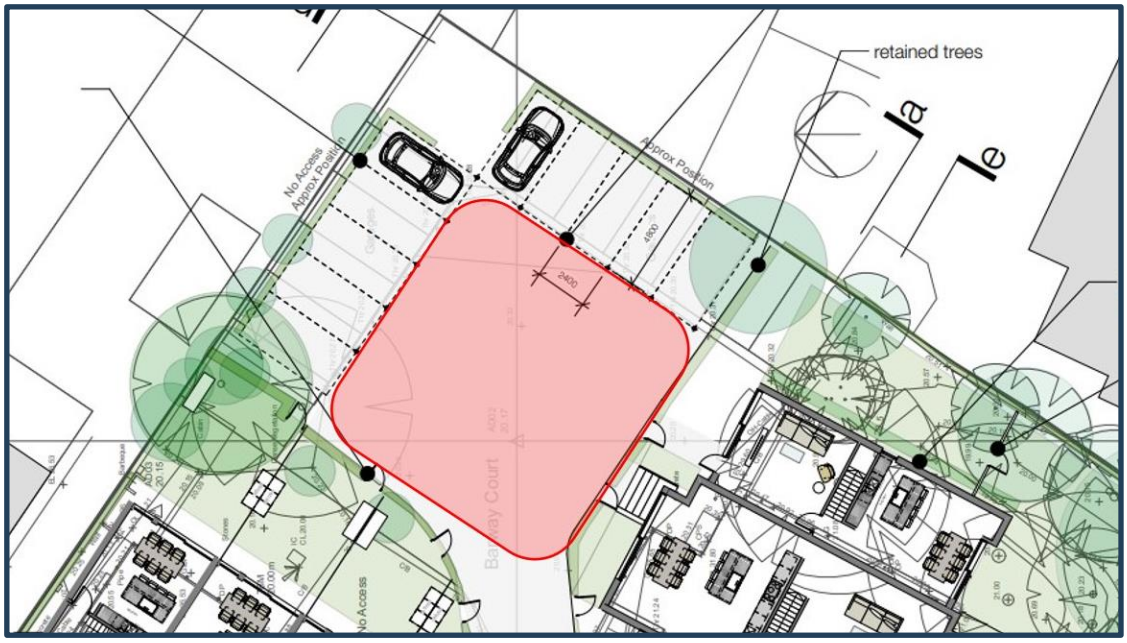
Overall, it is not considered that the proposal would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site.

Visual Amenity – Given the design and siting of the proposed dwellings as set out above, and there has been no substantial change in the overall character of the area since the granting of permission for the same type of scheme in 2020 it is not considered that the development would have a detrimental impact upon the levels of visual amenity enjoyed along this section of Edge Lane and along Barway Road.

Comments have been made about the potential treatment of boundaries of the site following the demolition of on site buildings. Final details of the treatment of boundaries to the site are requested via a condition to be attached to any approval, the applicant has indicated boundaries will be formed of timber fencing and natural hedge on the submitted application forms .

Car Parking – Ten car parking spaces are proposed, which equates to a provision of approximately 140%. This is considered acceptable for the type of accommodation proposed.

In addition to the number of parking spaces proposed, sufficient manoeuvring space (annotated in red below) has also been provided.

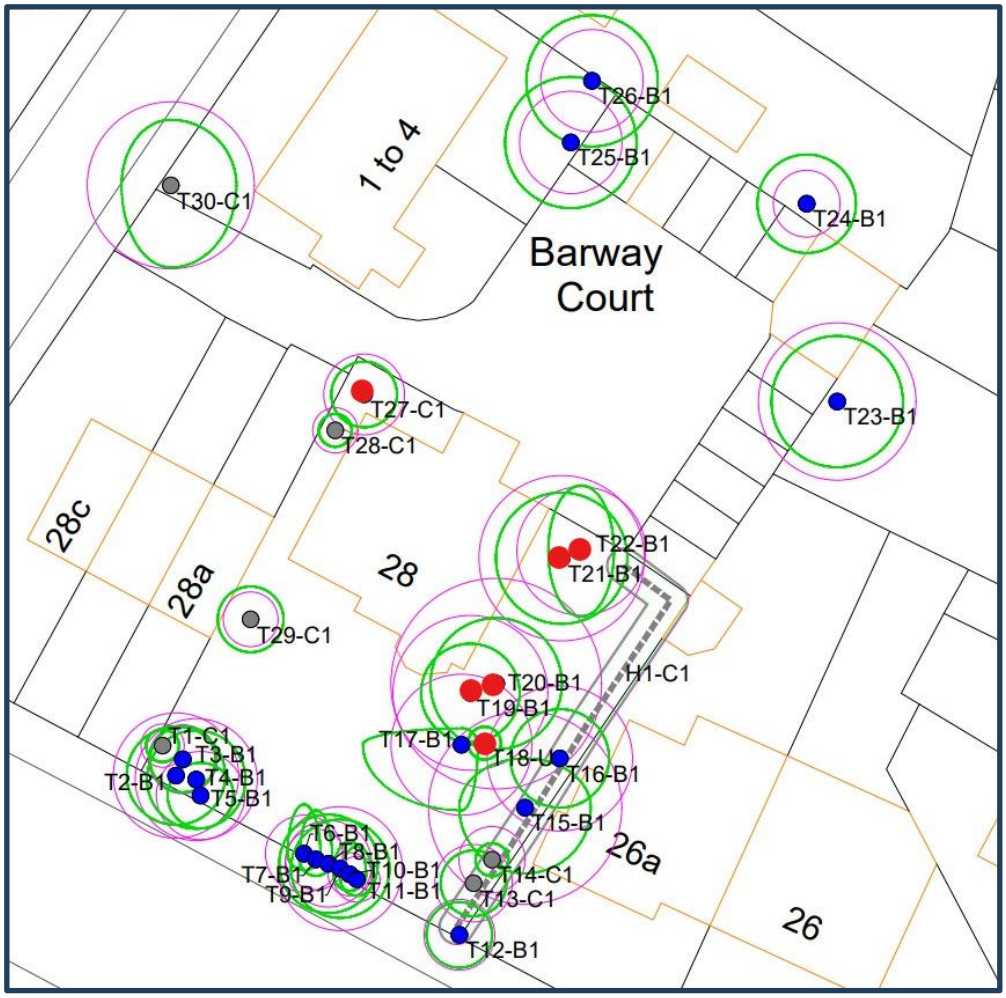


In terms of vehicle charging points, the applicant has indicated that two would be provided. However, given the standard and type of accommodation proposed, there is a requirement for all the spaces to be capable of being fitted out with a charging point and for this reason a condition would be imposed requiring the submission of electrical ducting details.

Pedestrian and Highway Safety – Given the domestic scale and nature of the proposed development, it is not expected to result in a material increase in vehicular movements to or from the site. Consequently, it is not considered that the development would have any adverse impact on the existing levels of pedestrian and highway safety currently experienced along this section of Edge Lane and Barway Road.

Cycle Parking – Cycle Parking is capable of being included within each unit.

Trees – To facilitate the development, particularly the side extension to no. 28 Edge Lane, the six trees annotated in red below are required to be felled:



Of these trees, four are Category B, one is a Category C and the remainder is a Category U tree. The City Arborist has confirmed that given their quality and the fact none are worthy of being protected by a TPO there is no objection to their removal.

To compensate for their loss the applicant is proposing to plant circa 10 replacement trees on the site. To ensure that the correct species are chosen for the site a condition requiring the submission of a detailed landscaping scheme is suggested in this instance.

Ecology – Bats surveys have been submitted by the applicant and GMEU have concurred that the existing buildings have low potential for roosting bats, while the garages and trees have negligible potential to be used by roosting bats. The surveys also confirmed that there were no field signs of use by bats, both internally or externally during the building inspections and no bats were recorded roosting in the buildings during the emergence surveys.

No other protected species have been identified on the site.

GMEU have suggested a number of conditions regarding vegetation clearance and provision of bio-enhancements and these would be attached to any consent granted.

Overall, it is not considered that the proposal would have a detrimental impact upon any protected ecological features.

Biodiversity Net Gain (BNG) – Given the size of the development, the applicant is required to enter into a formal arrangement to provide a biodiversity gain plan and final version of the metric. As there is only a requirement to provide 0.13 units, GMEU regard the use of a standard condition as acceptable rather than the use of a S106 Agreement. This approach is considered acceptable.

Air Quality – During the construction phase of the development there is the potential for air quality impacts. However, assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the site. However, given the domestic nature of the proposal and the fact it is only for a total of seven dwellings, the overall significance of potential impacts is considered to be low.

As a result of the above and given the provision of a vehicle charging point, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced within the vicinity of the site.

Crime Prevention – The proposal does not raise any crime prevention issues. A condition requiring the development to achieve *Secured by Design* accreditation is suggested in this instance.

In order to secure the rear car parking area access to it would be controlled by an electronic gate. This is considered acceptable.

Environmental Standards – A condition is recommended relating to the submission of details of appropriate environmental standards and associated renewable energy features.

Drainage – The site is not within Flood Zone 2 or 3, nor does it suffer from surface water flooding. As such the proposal does not raise any concerns in respect of drainage. As per UU's comments, a drainage condition would be attached to any consent granted.

<u>Other Legislative Requirements</u>

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

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to issues arising from the consideration of this application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

a) Drawing - Site Plan 1729-1000 A - EXISTING, received on 24 Oct 2024
b) Drawing - Site Plan 1729-1001 K - PROPOSED, received on 24 Oct 2024
c) Drawing - Proposed 1729-1002 A - SITE CONTEXT PLAN, received on 24 Oct 2024
d) Drawing - Location Plan 1729-1003 - LOCATION PLAN, received on 25 Apr 2024
e) Drawing - Proposed 1729-110 A - BASEMENT PLAN BUILDING B, received on 28 Jan 2025
f) Drawing - Proposed 1729-111 C - GF PLAN BUILDING B, received on 28 Jan 2025
g) Drawing - Proposed 1729-112 C - FIRST FLOOR PLAN BUILDING B, received on 28 Jan 2025
h) Drawing - Proposed 1729-113 C - SECOND FLOOR PLAN BUILDING B, received on 28 Jan 2025
i) Drawing - Proposed 1729-120 C - GROUND FLOOR PLAN BUILDING A, received on 28 Jan 2025
j) Drawing - Proposed 1729-121 B - FIRST FLOOR PLAN BUILDING A, received on 28 Jan 2025
k) Drawing - Proposed 1729-122 B - SECOND FLOOR PLAN BUILDING A, received on 28 Jan 2025
l) Drawing - Proposed 1729-200 E - ELEVATION, received on 25 Jul 2025
m) Drawing - Proposed 1729-201 D - ELEVATION, received on 24 Jul 2025
n) Drawing - Proposed 1729-202 D - ELEVATION, received on 25 Apr 2024
o) Drawing - Proposed 1729-203 D - ELEVATION, received on 25 Apr 2024
p) Drawing - Proposed 1729-210 C - ELEVATION, received on 25 Apr 2024
q) Drawing - Proposed 1729-211 E - ELEVATION, received on 25 Jul 2025
r) Drawing - Proposed 1729-212 D - ELEVATION, received on 24 Jul 2025
s) Drawing - Proposed 1729-311 - DETAILS OF MATERIALS, received on 25 Apr 2024
t) Tree Survey and Arboricultural Impact Assessment, received on 12 Mar 2025
u) Ecology report - PRELIMINARY ROOST ASSESSMENT, received on 25 Apr 2024
v) Ecology report - BAT SURVEY, received on 24 Oct 2024
w) Ecology report - BAT PRESENCE-ABSENCE SURVEY, received on 27 Jan 2025
x) Ecology report - PRELIMINARY ECOLOGICAL APPRAISAL, received on 28 Jan 2025

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

3) No above ground works 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 Manchester Core Strategy.

4) No above ground works shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

5) Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority. The drainage schemes must include:

(i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
(iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
(iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
(v) Foul and surface water shall drain on separate systems.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and Policies EN8 and EN14 in the Manchester Core Strategy. .

6) a) Prior to the commencement of above ground works, a scheme for acoustically insulating the proposed residential accommodation against noise from Edge Lane shall be submitted to and approved in writing by the City Council as Local Planning Authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to first occupation of the residential units to ensure compliance with the internal noise criteria.

Reason - In order to secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating, pursuant to Policy DM1 in the Manchester Core Strategy.

7) a) All externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved UDP Policy DC26 and Policy DM1 in the Manchester Core Strategy.

8) a) Prior to the commencement of above ground works a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) 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 in the Manchester Core Strategy.

9) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

10) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

11) The car parking hereby approved shall be laid out, demarcated and made available prior to the occupation of the residential accommodation hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

12) Notwithstanding the details contained with the Sustainability Report, received on 25 Apr 2024, above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points to all car parking spaces hereby approved have been submitted to and approved by the City Council as Local Planning Authority. The development shall be implemented and thereafter maintained in accordance with the approved details

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

13) The residential use hereby approved shall be used only as a private dwelling (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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 private residential purposes and to ensure the achievement of the public benefit identified pursuant to policies SP1, DM1, EN3 , H1, H6 and H11 of the Manchester Core Strategy and the guidance contained within National Planning Policy Framework including section 16.

14) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without

modification) no garages, outbuildings or extensions shall be erected other than those expressly authorised by this permission.

Reason - To ensure the satisfactory development of the site and in the interest of residential and visual amenity, pursuant to policy DM1 of the Manchester Core Strategy.

15) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwelling houses hereby approved other than those shown on the approved drawings listed in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy.

16) 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 Manchester Core Strategy.

17) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

18) Prior to the commencement of above ground works, a detailed hard and soft landscaping treatment scheme (including details of boundary treatment) shall be 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 Manchester Core Strategy.

19) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

20) Prior to any site clearance or construction works a Reasonable Avoidance Measures (RAM) method statement, in relation to badgers, hedgehog and other mammals, shall be submitted to and approved in writing by the City Council as local planning authority. The approved RAMS shall be implemented as part of the development and remain in place for the duration of the construction period.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Manchester Core Strategy.

21) Prior to the commencement of above ground works a 30 year Habitat Management and Monitoring Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance the approved Habitat Management and Monitoring Plan.

Reason - In the interests of biodiversity net gain being achieved off site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

22) Notwithstanding the submitted information, prior to the commencement of above ground works a detailed Environmental Standards Statement, which addresses sustainability ratings and the provision of renewable energy within the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with those details.

Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4, EN6 and DM1 of the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

23) Before the first occupation of the authorised development, full details and specifications of all off-site highways works, including footpath reinstatement to the perimeter of the application site

(on Barway Road and Edge Lane, with tactile paving to the junction of Barway Road and Edge Lane) together with a timescale for their implementation shall be submitted to the City Council as local planning authority. The required works shall be fully implemented prior to the first occupation of any part of the development.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Manchester Core Strategy and guidance contained within the National Planning Policy Framework.

24) Before first occupation of the development hereby approved, the windows to the side elevation of Building B, as shown on plan 1729-202 D, received on received on 25 Apr 2024, shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

25) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Hours of working

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy.

Informatives

1) Informative for Condition 5 - The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

2) To safeguard the amenities of nearby residents, construction and demolition works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm
Saturday: 8.30am - 2pm
Sunday / Bank holidays: No work

3) Informative for Condition 6 - Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 10 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
Gardens and terraces (daytime) 55 dB LAeq

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

An acoustic report has been submitted (Nova Acoustics, 20/12/2021), the report has suggested that further mitigation measures may be required with regards to overheating, as such a TM59 assessment is required to determine if MVHR or other mechanical ventilation also needs to be installed in the development if opening the windows at night comprises the acoustic comfort of the occupiers. The TM59 assessment needs to be considered alongside the acoustic assessment and not in isolation. This needs to be undertaken to cover part a) of this condition

4) Bats - Whilst the buildings to be demolished have been found to be very low risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit
Chorlton Civic Society

28C Edge Lane, Chorlton, Manchester, M21 9JY
28A Edge Lane, Chorlton, Manchester, M21 9JY
Flat 9, 28 Edge Lane, Chorlton, Manchester, M21 9JY
Barway Court, Barway Road, Manchester, M21 9JZ
Flat 1, 28 Edge Lane, Chorlton, Manchester, M21 9JY

Flat 3, 28 Edge Lane, Chorlton, Manchester, M21 9JY
Flat 4, 28 Edge Lane, Chorlton, Manchester, M21 9JY
Flat 5, 28 Edge Lane, Chorlton, Manchester, M21 9JY
Flat 2, 28 Edge Lane, Chorlton, Manchester, M21 9JY
Flat 6, 28 Edge Lane, Chorlton, Manchester, M21 9JY
Flat 8, 28 Edge Lane, Chorlton, Manchester, M21 9JY
9 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
6 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
4 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
37 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
35 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
32 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
30 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
18 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
15 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
30 Edge Lane, Chorlton, Manchester, M21 9JY
6 Barway Road, Manchester, M21 9JZ
Flat 3, Barway Court, Barway Road, Manchester, M21 9JZ
Flat 1, Barway Court, Barway Road, Manchester, M21 9JZ
4 Barway Road, Manchester, M21 9JZ
Longford, 37 Edge Lane, Chorlton, Manchester, M21 9JU
26A Edge Lane, Chorlton, Manchester, M21 9JY
26 Edge Lane, Chorlton, Manchester, M21 9JY
28B Edge Lane, Chorlton, Manchester, M21 9JY
24 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
23 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
22 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
21 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
20 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
2 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
19 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
17 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
16 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
14 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
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10 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
1 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
8 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
7 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
5 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
39 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
38 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
36 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
34 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
33 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
31 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
3 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
29 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
28 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
27 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
26 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE
25 Ashfell Court, 35 Edge Lane, Chorlton, Manchester, M21 9HE

1B Hampton Road, Manchester, M21 9LA
7 Hampton Road, Manchester, M21 9LA
8 Barway Road, Manchester, M21 9JZ
7 Barway Road, Manchester, M21 9JZ
5 Barway Road, Manchester, M21 9JZ
Flat 4, Barway Court, Barway Road, Manchester, M21 9JZ
Flat 2, Barway Court, Barway Road, Manchester, M21 9JZ
1A Hampton Road, Manchester, M21 9LA
3 Barway Road, Manchester, M21 9JZ
2 Barway Road, Manchester, M21 9JZ
1 Barway Road, Manchester, M21 9JZ
5 Hampton Road, Manchester, M21 9LA
3 Hampton Road, Manchester, M21 9LA
1 Hampton Road, Manchester, M21 9LA

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Historic Landfill Site 50m Buffer -
Area Team Boundary - Name: SOUTH AREA