

PLANNING

GROWTH & DEVELOPMENT

DELEGATED OFFICER REPORT FOR PLANNING APPLICATION

Application no. 141636/FO/2024

Date registered valid: 6 March 2025

Proposal: Installation of 2.4m high railings and 3m high fencing to replace existing.

Address: The Barlow RC High School, Parrs Wood Road, Manchester, M20 6BX

Ward(s): Didsbury East Ward

Applicant: Mr Mark Bradbury, Bradbury Consulting

Agent (if any): Mr Mark Bradbury, Bradbury Consulting

Case officer: Joshua Lee
Tel: 0161 219 2851
Email: joshua.lee@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 29 April 2025

APPLICATION DETAILS

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 27 March 2025

Standard consultations: Printed: 25 March 2025 Expired: 15 April 2025

Neighbour notifications: Printed: 25 March 2025 Expired: 15 April 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

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of site/building

The proposal relates to The Barlow RC High School on Parrs Wood Road. The school features several low-level school buildings, associated hardstanding playground and grassed sports field. The site is surrounded by trees on the perimeter (none of which are TPO)

Description of area

The site is on a 31450m² plot in a mostly residential part of the Didsbury East ward of Manchester. The site is bordered by School Lane to the North, Parrs Wood Road to the West, a National Rail line to the east and a TFGM Metrolink line to the South.

Description of development

Installation of 2.4m high railings and 3m high fencing to replace existing.

The existing cast iron fencing is considered a safeguarding risk as it is too low and easily climbed. It is proposed to replace the existing cast iron fencing with new security fencing.

Section A & B will replace the existing 1650mm fence with a 2400mm fence and Sections C&D will replace a 2400mm fence with a 3000mm fence. Materials are to match existing.

PLANNING HISTORY

105426/AO/2014/S2

Description: Advertisement consent for installation of non-illuminated high level individual letter sign and crest

Decision: Approved 18/06/2014

102778/FO/2013/S2

Description: Erection of single-storey extension to form boy's toilet

Decision: Approved 29/07/2013

096525/FO/2011/S2

Description: Installation of 5 no. air conditioning condensers to the external wall of existing school building and a new handrail to the top of a retaining wall around an electrical substation on the site.

Decision: Approved 29/07/2011

096001/VO/2011/S2

Description: CITY COUNCIL DEVELOPMENT for the installation of an all weather pitch including erection of six 10 metre high lighting columns and 3 metres high fencing to the pitch, together with the installation of metal container store adjacent to the pitch

Decision: Approved 15/07/2011

097062/FO/2011/S2

Description: Erection of 2.4 metre high weldmesh fence

Decision: 06/10/2011

094309/FO/2010/S2

Erection of a substation and switch room including the erection of a retaining wall

Decision: Approved 20/12/2010

092741/FO/2010/S2

Description: Part retrospective application for the Installation of 3 single storey temporary buildings to form classrooms, changing facilities and office accommodation for a temporary period of 27 months

Decision: Approved 01/06/2010

091774/VO/2009/S2

Description: Redevelopment of existing Barlow High School consisting of a two storey new building, single storey pavilion and remodelling of part of the existing building. Part of this will be new facade for the entrance block

Decision: Approved 17/02/2010

097639/NMC/2011/S2

Description: Non-material amendment to application 091774/VO/2009/S2 to allow for amendments to the ductwork

Decision: Approved 15/11/2011

096223/NMC/2011/S2

Description: Non Material Amendment to planning permission 091774/VO/2009/S2 to allow for elevational alterations to building and omission of green roof

Decision: Approved 13/06/2011

095689/JO/2011/S2

Description: Variation of Conditions 5 and 6 of planning permission 091774/VO/2009/S2 to allow removal of two trees

Decision: Approved 05/05/2011

079378/FO/2006/S2

Description: Erection of part single, part two storey extension to accommodate lift no.1 and erection of two storey extension to accommodate lift no.2 to provide disabled access at front and rear of building

Decision: Approved 26/07/2006

068236/FO/2003/S2

Description: Two storey infill extension to form additional accommodation

Decision: Approved 01/07/2003

060526/FO/SOUTH2/00

Description: Construction of a single storey four classroom block

Decision: Approved 30/11/2000

027067

Description: Temporary site access to school extension for building works only

Decision: Approved 18/09/1986

026074

Description: Erection of additional school buildings and extensions and adaptations of existing building to form Barlow R.C. High School with additional playground and parking areas

Decision: Approved 04/04/1986

025723

Description: Erection of two temporary classrooms

Decision: Approved 17/01/1986

F06139

Description: Alterations and extensions to existing school.

Decision: Approved 18/03/1977

F02218

Description: Removal of Profilit glazing to Gymnasium and replacement with brickwork to match existing.

Decision: 21/02/1975

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES**Consultations**

Manchester City Council Highways Services

Manchester City Council Highways Service were consulted on this application and had no objections to the proposed development.

Manchester City Council Arboriculture team

As the fence sits on the perimeter tree line the Arboriculture team were consulted on this application and had no objections to the proposed works recommending the Impact assessment is followed and the protection of the high value trees during the installation of the fence.

Transport for Greater Manchester (TFGM)

Due to the proximity of the Metrolink line, TFGM were consulted on this application, and they had no objection to the proposed development but asked the applicant to take note of the advice for working safely near Metrolink Assets.

Network Rail

Due to the proximity of the national rail line, Network Rail were consulted on this application and initially had a holding objection due to some of the proposed works being on Network Rail land. Following an updated site plan Network Rail lifted their objection and recommended a number of informatives to be attached for the applicant to take note of. They have advised that no works are to commence until with agreed Network Rail. Early engagement with Network Rail is strongly recommended.

Notifications

Local Residents

No representations received.

RELEVANT POLICIES & THE PRINCIPLE OF DEVELOPMENT**Relevant Policies**

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise.

The following policies are considered relevant.

- [The Manchester Core Strategy Development Plan Document 2012-2027](#)
 - Development Management and Planning Obligations
 - DM 1 - Development Management
 - Objective 1 - Spatial Principles
 - SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1)
 - Objective 2 - Economy and the City Centre
 - EC 1 - Employment and Economic Growth in Manchester
 - EC 2 – Existing Employment Space
 - EC 9 – South Manchester
 - Objective 6 Environment
 - EN 1 - Design Principles and Strategic Character Areas
 - EN 9 – Green Infrastructure
 - EN 10 - Safeguarding Open Space, Sport, and Recreation Facilities
- [Extant Unitary Development Plan \(UDP\) –](#)
 - Citywide Development Control Policies
 - DC22 - Footpath protection
 - Transport
 - T1.8 – Safeguarded light rapid transit routes
- [Places for Everyone Plan Joint Development Plan Document 2022-2039-](#)
 - Strategy
 - JP-Strat9: Southern Areas
 - Sustainable and Resilient Places
 - JP-S1: Sustainable Development
 - Places for Jobs
 - JP-J1: Supporting Long-Term Economic Growth
 - JP-J2: Employment Sites and Premises
 - Greener Places
 - JP-G6: Urban Green Space
 - JP-G7: Trees and Woodland
 - Places for People
 - JP-P1 Sustainable Places
 - JP-P5: Education, Skills and Knowledge
 - JP-P7: Sport and Recreation
- [The National Planning Policy Framework \(The NPPF\) –](#)
 - Section 2 - Achieving sustainable development
 - Section 4 – Decision-making
 - Section 6 – Building a strong, competitive economy
 - Section 8 – Promoting health and safe communities
 - Section 12 – Achieving well-designed places
 - Section 15 - Conserving and enhancing the natural environment

Principle

The City Council recognises that schools and other educational institutions wish to maintain and develop their premises. In this case the requirement for a new fence is accepted.

ISSUES

Appropriate siting, layout, scale, form, massing, materials, and detail

The new fence would be taller than the existing however it would mimic the existing designs including the permeable nature of the existing fence.

The fence is sited in the same location as the existing which has been an accepted feature at the site.

Impact on the surrounding areas in terms of the design, scale, and appearance of the proposed development.

The new fence would be taller than the existing however would mimic the existing designs including the permeable nature of the existing fence.

A fence line has been accepted at the school site and has not had a harmful impact on the character of the area. The added height would not create a significantly different harm to the existing retaining the same material, design and permeability.

Effects on amenity

Light

Given the fence is no taller than 3000mm and is permeable, the effect on local light is minimal.

Road Safety and Traffic Generation

It is understood that the proposals would not have an impact on the approved pedestrian/vehicular access, parking, circulation or the external highway network.

For the avoidance of doubt, all external entrance gates/doors (with the exception of fire doors) should be inwardly opening in order to prevent obstruction on the adjacent footway.

Accessibility

The proposal does not change how people can get in and out of the site, maintaining the same gated access.

Community safety and crime prevention.

The raised fence height is designed to increase the security of the site and minimise the safeguarding risk identified.

Both TFGM and Network Rail have noted that the proximity to their respective assets and have asked the applicant to take note of working safely during the construction. Informatives have been attached which the applicant should take note of and action where necessary. Network Rail have advised that no works are to commence until with agreed Network Rail. Early engagement with Network Rail is strongly recommended.

Vehicular access and car parking

It is understood that the proposals would not have an impact on the approved pedestrian/vehicular access, parking, circulation or the external highway network.

Green Infrastructure including open space, both public and private

The Arboricultural Impact Assessment for The Barlow RC High School indicates that a total of 66 trees are to be felled. The majority/all the trees listed for removal are low quality self-set specimens. On paper, the number of tree losses seems excessive however, the trees are of low quality are not protected by TPO and are not within a Conservation Area.

The focus would be on the protection of the high value trees during the installation of the fence and more importantly, the fence posts. We would expect the fence post locations to be varied depending on the locations of the trees. If necessary, we would expect the developer to adjust the post hole distances to avoid impacting the trees. A condition has been attached for the applicant to follow the AIA recommendations and method statement.

Given the loss of trees and potential impact to the green infrastructure a condition has been placed to provide a plan for the replacement of felled trees.

On balance the impact to green infrastructure is acceptable.

Flood risk and drainage.

The site is not located in a flood risk area and therefore does not require a flood statement or assessment.

OTHER LEGISLATIVE REQUIREMENTS

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality

Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have 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 policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the 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.

CONCLUSION

The proposed installation of new railings and fencing at The Barlow RC High School is recommended for approval. The development addresses safeguarding concerns by replacing the existing low fencing with higher, more secure alternatives. The proposal has been reviewed by relevant stakeholders, who have raised no objections, provided conditions are met. The project aligns with local planning policies and aims to enhance the school's security without negatively impacting the surrounding area.

RECOMMENDATION: APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be acceptable and therefore determined within a timely manner.

CONDITION(S) TO BE ATTACHED TO DECISION FOR APPROVAL

1. 3-year time limit

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. Specified plans

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

- | | | | |
|----|-------------------------------|-------------|--------------------------------------|
| a. | Application Form | 29 Nov 2024 | APPLICATION FORM |
| b. | Drawing - Location Plan | 11 Apr 2025 | 2024.054.001 SITE PLAN/LOCATION PLAN |
| c. | Drawing - Site Plan | 14 Apr 2025 | 2024.054.002 PROPOSED FENCING PLAN |
| d. | Drawing - Existing & Proposed | 29 Nov 2024 | 2024.054.003 ELEVATIONS |
| e. | Drawing - Proposed | 14 Apr 2025 | 2024.054.005 FENCING PLAN |
| f. | Tree survey or information | 06 Mar 2025 | ARBORICULTURAL IMPACT ASSESSMENT |
| g. | Tree survey or information | 06 Mar 2025 | ARBORICULTURAL SURVEY |

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 & of Places for Everyone.

3. Specified materials

The materials to be used on the external surfaces hereby permitted shall match those as specified on the application form in type, size, colour, and texture.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the structure. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-S1 and JP-P1 of Places for Everyone.

4. Arboriculture method statement

All work on this site must be conducted in accordance with BS:5837 and a copy of the Arboriculture Impact Assessment, as received 06 March 2025, should on site and understood by the project manager.

Reason - To safeguard the arboriculture of the site and surrounding area pursuant to policies EN 9, and DM1 of the Manchester Core Strategy.

5. Tree Replacement plan

Prior to occupation, a full tree replacement plan is required to be submitted to and approved in writing by the City Council as local planning authority.

The plan should detail the type and location of replacement trees.

Reason - To ensure the appearance of the site and is Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 of Places for Everyone.

INFORMATIVE(S) TO BE ATTACHED TO DECISION FOR APPROVAL

1. Highways - licenses

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk

2. Highways - Traffic management

The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

3. TFGM – Metrolink

Whilst the development proposals are unlikely to affect Metrolink operations the site is in close proximity to the Metrolink operational boundary and therefore we would like the applicant to be advised that the details of working safely near Metrolink can be found on the Metrolink Website at: <https://tfgm.com/public-transport/tram/working-safely>

4. Network Rail - ASPRO

Please note that whilst Network Rail (NR) is submitting responses via the planning application process, it should be born in mind by the LPA/developer that the operational railway presents risks/issues that are different/unique to the risks posed by works taking place adjacent to non-railway undertaker land. Works on this site therefore must be undertaken with the supervision of NR via the ASPRO (asset protection) team to ensure that the works on site do not impact the safe operation, stability, integrity of the railway & its boundary. The LPA/developer are advised that unauthorised works adjacent to the railway boundary could impact the operation of nationally significant infrastructure & the applicant would be liable for any and all damages & costs caused by any works undertaken in this scenario. Therefore, the developer is requested to ensure that the development meets with NR requirements for works/developments adjacent to the railway boundary which include planning material considerations as well as obligations specific to the railway undertaker. The interface is via a NR BAPA (basic asset protection agreement) – the

developer is advised that the works must not commence on site (even if planning permission is granted) until agreed with NR. The applicant will be liable for all costs incurred by NR in facilitating, reviewing this proposal. It is imperative developers/applicants consult neighbouring/affected statutory undertakers in advance of any construction work, to identify and mitigate potential risks to both sites including people using or working on the sites, in line with CDM 2015 and HSW 1974 legislation. Network Rail's ASPRO (Asset Protection) team's role is to support external parties in identifying risks associated with construction near the railway and mitigating these in advance of work starting. Most insurance policies include clauses relating to consultation with statutory undertakers, and external parties who do not consult appropriately in advance may find their insurance policy becomes invalid.

5. Network Rail – Obligations

Properties adjoining or in the vicinity of the railway are frequently the subject of obligations, rights, exceptions and reservations for the benefit of Network Rail's land and railway. The applicant must review the title to their property to see whether any such obligations etc exist and ensure that there is no non-compliance or breaches of them or any interference with or obstruction of Network Rail's rights and reservations. If the proposed development would not comply with or would breach any of the terms of the conveyance, the developer must revise his proposals.

6. Network Rail – RAMS

The developer is to submit directly to Network Rail asset protection, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer.

7. Network Rail – Fencing

The applicant will provide at their own expense (if not already in place):

- A suitable trespass proof steel palisade fence of a minimum height of 1.8m adjacent to the boundary with the railway/railway land.
- The fence must be wholly constructed and maintained within the applicant's land ownership footprint.
- All foundations must be wholly constructed and maintained within the applicant's land ownership footprint without over-sailing or encroaching onto Network Rail's boundary.
- The fence is **REQUIRED** be set back at least 1m from the railway boundary to ensure that Network Rail can maintain and renew its boundary treatments.
- Existing Network Rail fencing, and boundary treatments, must not be damaged or removed in any way.
- Network Rail will not allow any maintenance works for proposal fencing or proposal boundary treatments to take place on its land.
- Proposal fencing must not be placed on the boundary with the railway. Any fencing over 1.8m in height will require agreement from Network Rail with details of foundations and wind loading calculations submitted for review.
- The fence should be maintained by the developer and that no responsibility is passed to Network Rail.

8. Network Rail – Access to railway

All roads, paths, boundaries or ways providing access to any part of the railway undertaker's land both temporary and permanent, must remain open and unblocked (24/7, 365 – around the clock) both during construction works and as a permanent arrangement.

- The proposal must not encroach onto any Network Rail access road, paths or ways of access to any part of Network Rail land. This also includes emergency vehicles ability to access and exit Network Rail land.
- The proposal construction works must not prevent Network Rail from accessing its land.

9. Network Rail - Excavation and Earthworks and Network Rail land

The applicant will agree all excavation and earthworks within 10m of the railway boundary with Network Rail. Network Rail will need to review and agree the works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree the following:

- Alterations to ground levels
- De-watering works
- Ground stabilisation works
- Works to retaining walls
- Construction and temporary works
- Maintenance of retaining walls
- Ground investigation works must not be undertaken unless agreed with Network Rail.
- Confirmation of retaining wall works (either Network Rail and/or the applicant). Prior to the commencement of works on site the applicant must confirm with Network Rail if there are any retaining walls/structures and the applicant must interface with Network Rail to ensure that no retaining structures are impacted on a permanent basis by their proposal.
- Alterations in loading within 15m of the railway boundary must be agreed with Network Rail.
- For works next to a cutting or at the toe of an embankment the developer / applicant would be required to undertake a slope stability review.

Network Rail would need to re view and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. The council are advised that the impact of outside party excavation and earthworks can be different depending on the geography and soil in the area. The council and developer are also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area. Therefore, consultation with Network Rail is requested. Any right of support must be maintained by the developer.

10. Network rail – Boundary Treatments

Any structures on the applicant's land which runs seamlessly into a section of Network Rail infrastructure will require Network Rail agreement/comments and interface/supervision to ensure that there is no impact to or increase in risk to Network Rail assets.

11. Network Rail - BAPA (Basic Asset Protection Agreement)

As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a **BAPA** (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

All new enquiries will need to be submitted via the **Asset Protection and Optimisation - Customer Portal** Link to ASPRO ACE Portal [ASPRO Network Rail Implementation \(oraclecloud.com\)](https://oraclecloud.com)

From there, the client can create an account and submit their enquiry. Enquiry will then be assigned to one of the Asset Protection team to progress. The assigned team member will then be in a position to review and comment on any submissions from the outside party.

Going forward in order for Network Rail to spend any time reviewing any submissions, provision of any asset information, attending any further meetings, assisting with discharging any planning conditions set etc, Network Rail will require the return of a signed BAPA (Basic Asset Protection Agreement) and relevant payment/ PO as noted in the estimate sent. Network Rail is a publicly funded entity and all outside party works, which these are, are cost recoverable as dictated to us by the ORR. This includes any and all documents under the discharge of conditions which must be submitted to Network Rail for review and agreement by the developer under the BAPA.

The local planning authority (LPA) are not responsible for the safe operation of the railway or our assets and the issues raised by the developer/applicant will ultimately need to be agreed by Network Rail engineering to ensure the proposed development does not interfere with the safety of the railway.

No works are to commence until with agreed Network Rail. Early engagement with Network Rail is strongly recommended.

APPENDIX 1 – LIST OF CONSULTEES & NEIGHBOURS NOTIFIED

Highway Services

Neighbourhood Team Leader (Arboriculture)

Transport For Greater Manchester

Network Rail

137 School Lane, Manchester, M20 6JP
44 Parrs Wood Avenue, Manchester, M20 5NB
50 Parrs Wood Avenue, Manchester, M20 5NB
15 Kingsfield Drive, Manchester, M20 6JA
17 Kingsfield Drive, Manchester, M20 6JA
21 Kingsfield Drive, Manchester, M20 6JA
19 Kingsfield Drive, Manchester, M20 6JA
Flat 2, 137 School Lane, Manchester, M20 6JP
Flat 1, 137 School Lane, Manchester, M20 6JP
Flat 3, 358 Parrs Wood Road, Manchester, M20 6FT
128 School Lane, Manchester, M20 6LB
39 Kingsfield Drive, Manchester, M20 6JA
43 Kingsfield Drive, Manchester, M20 6HX
46 Parrs Wood Avenue, Manchester, M20 5NB
48 Parrs Wood Avenue, Manchester, M20 5NB
23 Kingsfield Drive, Manchester, M20 6JA
147 School Lane, Manchester, M20 6JP
379 Parrs Wood Road, Manchester, M20 6JE
81 Dalston Drive, Manchester, M20 5LQ
85 Dalston Drive, Manchester, M20 5LQ
79 Dalston Drive, Manchester, M20 5LQ
31 Kingsfield Drive, Manchester, M20 6JA
29 Kingsfield Drive, Manchester, M20 6JA
35 Kingsfield Drive, Manchester, M20 6JA
358 Parrs Wood Road, Manchester, M20 6FT
360 Parrs Wood Road, Manchester, M20 6FT
45 Kingsfield Drive, Manchester, M20 6HX

13 Kingsfield Drive, Manchester, M20 6JA
41 Kingsfield Drive, Manchester, M20 6HX
151 School Lane, Manchester, M20 6JP
153 School Lane, Manchester, M20 6JP
155 School Lane, Manchester, M20 6JP
377 Parrs Wood Road, Manchester, M20 6JE
Flat 10, 128 School Lane, Manchester, M20 6LB
Flat 16, 128 School Lane, Manchester, M20 6LB
Flat 13, 128 School Lane, Manchester, M20 6LB
Flat 13, 126 School Lane, Manchester, M20 6LB
Flat 8, 128 School Lane, Manchester, M20 6LB
Flat 16, 126 School Lane, Manchester, M20 6LB
Flat 10, 126 School Lane, Manchester, M20 6LB
Flat 5, 128 School Lane, Manchester, M20 6LB
Flat 3, 128 School Lane, Manchester, M20 6LB
126 School Lane, Manchester, M20 6LB
56 Parrs Wood Avenue, Manchester, M20 5NB
58 Parrs Wood Avenue, Manchester, M20 5NB
37 Kingsfield Drive, Manchester, M20 6JA
25 Kingsfield Drive, Manchester, M20 6JA
27 Kingsfield Drive, Manchester, M20 6JA
33 Kingsfield Drive, Manchester, M20 6JA
Flat 7, 360 Parrs Wood Road, Manchester, M20 6FT
Flat 1, 358 Parrs Wood Road, Manchester, M20 6FT
Flat 1, 360 Parrs Wood Road, Manchester, M20 6FT
Flat 8, 360 Parrs Wood Road, Manchester, M20 6FT
Flat 4, 358 Parrs Wood Road, Manchester, M20 6FT
Flat 6, 358 Parrs Wood Road, Manchester, M20 6FT
Flat 8, 358 Parrs Wood Road, Manchester, M20 6FT
Flat 5, 358 Parrs Wood Road, Manchester, M20 6FT
Flat 3, 360 Parrs Wood Road, Manchester, M20 6FT
Flat 2, 360 Parrs Wood Road, Manchester, M20 6FT
Flat 2, 358 Parrs Wood Road, Manchester, M20 6FT
Flat 7, 358 Parrs Wood Road, Manchester, M20 6FT
83 Dalston Drive, Manchester, M20 5LQ
52 Parrs Wood Avenue, Manchester, M20 5NB

Flat 15, 128 School Lane, Manchester, M20 6LB
Flat 11, 128 School Lane, Manchester, M20 6LB
Flat 7, 128 School Lane, Manchester, M20 6LB
Flat 2, 128 School Lane, Manchester, M20 6LB
42 Parrs Wood Avenue, Manchester, M20 5NB
Flat 14, 128 School Lane, Manchester, M20 6LB
Flat 1, 128 School Lane, Manchester, M20 6LB
Flat 8, 126 School Lane, Manchester, M20 6LB
Flat 5, 126 School Lane, Manchester, M20 6LB
Flat 3, 126 School Lane, Manchester, M20 6LB
Flat 6, 360 Parrs Wood Road, Manchester, M20 6FT
145 School Lane, Manchester, M20 6JP
157 School Lane, Manchester, M20 6JP
Flat 6, 128 School Lane, Manchester, M20 6LB
Flat 14, 126 School Lane, Manchester, M20 6LB
54 Parrs Wood Avenue, Manchester, M20 5NB
356 Parrs Wood Road, Manchester, M20 6JD
Flat 7, 126 School Lane, Manchester, M20 6LB
149 School Lane, Manchester, M20 6JP
139 School Lane, Manchester, M20 6JP
Flat 9, 128 School Lane, Manchester, M20 6LB
Flat 6, 126 School Lane, Manchester, M20 6LB
Flat 9, 126 School Lane, Manchester, M20 6LB
Flat 4, 360 Parrs Wood Road, Manchester, M20 6FT
Flat 12, 126 School Lane, Manchester, M20 6LB
Flat 11, 126 School Lane, Manchester, M20 6LB
Flat 2, 126 School Lane, Manchester, M20 6LB
Flat 5, 360 Parrs Wood Road, Manchester, M20 6FT
143 School Lane, Manchester, M20 6JP
141 School Lane, Manchester, M20 6JP
375 Parrs Wood Road, Manchester, M20 6JE
Flat 12, 128 School Lane, Manchester, M20 6LB
Flat 4, 128 School Lane, Manchester, M20 6LB
Flat 1, 126 School Lane, Manchester, M20 6LB
Flat 4, 126 School Lane, Manchester, M20 6LB
Flat 15, 126 School Lane, Manchester, M20 6LB

APPENDIX 2 – PLANNING CONSTRAINTS

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: SOUTH AREA