

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142224/FO/2025

Date registered valid: 21 February 2025

Proposal: Erection of a second floor extension on the south facade of the existing school building supported by external columns to provide 2No. classrooms for 12No. pupils, 1No. IT suite for 30 pupils and a single office for staff use.

Address: Didsbury High School, 4 The Avenue, Manchester, M20 2ET

Ward(s): Didsbury West Ward

Applicant: Mr Daniel Farrell, Laurus Trust

Agent (if any): Mr John Lewis, Wilson Mason & Partners

Case officer: Holly Wright
Tel: 0161 219 6381
Email: holly.wright@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 17 April 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 18 March 2025

Standard consultations: Printed: 5 March 2025 Expired: 26 March 2025

Neighbour notifications: Printed: 18 March 2025 Expired: 8 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

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

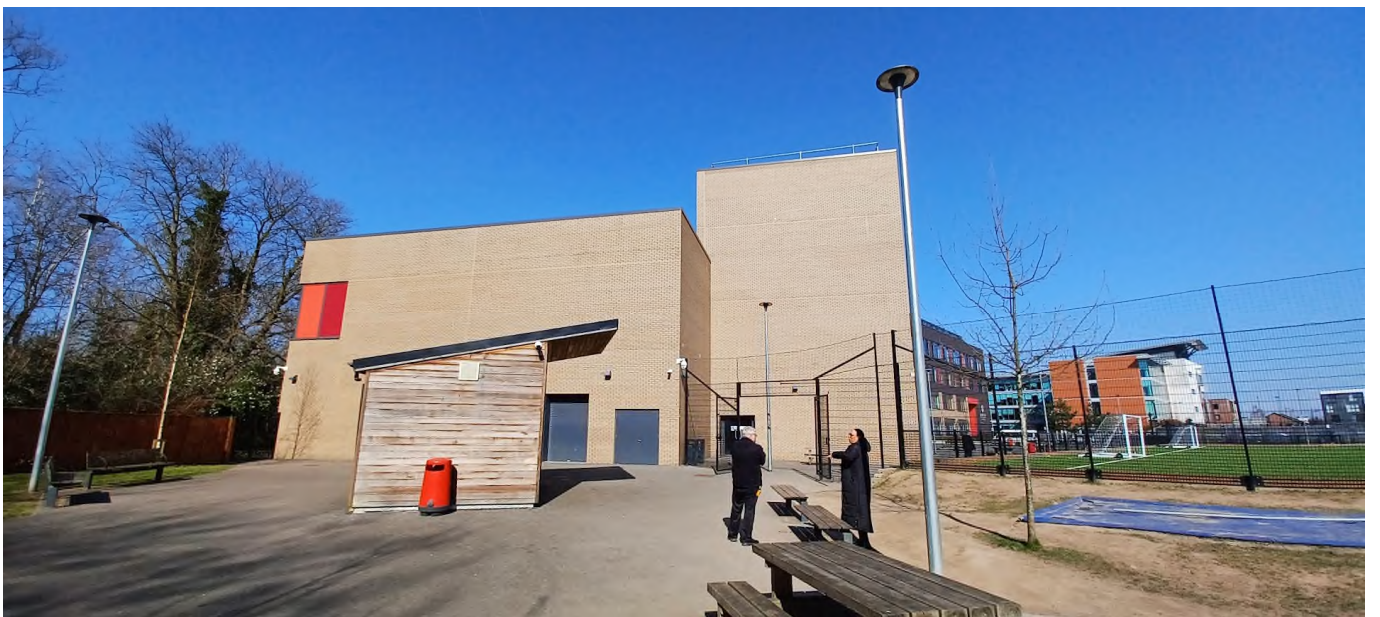
Tree Preservation Order: Not applicable

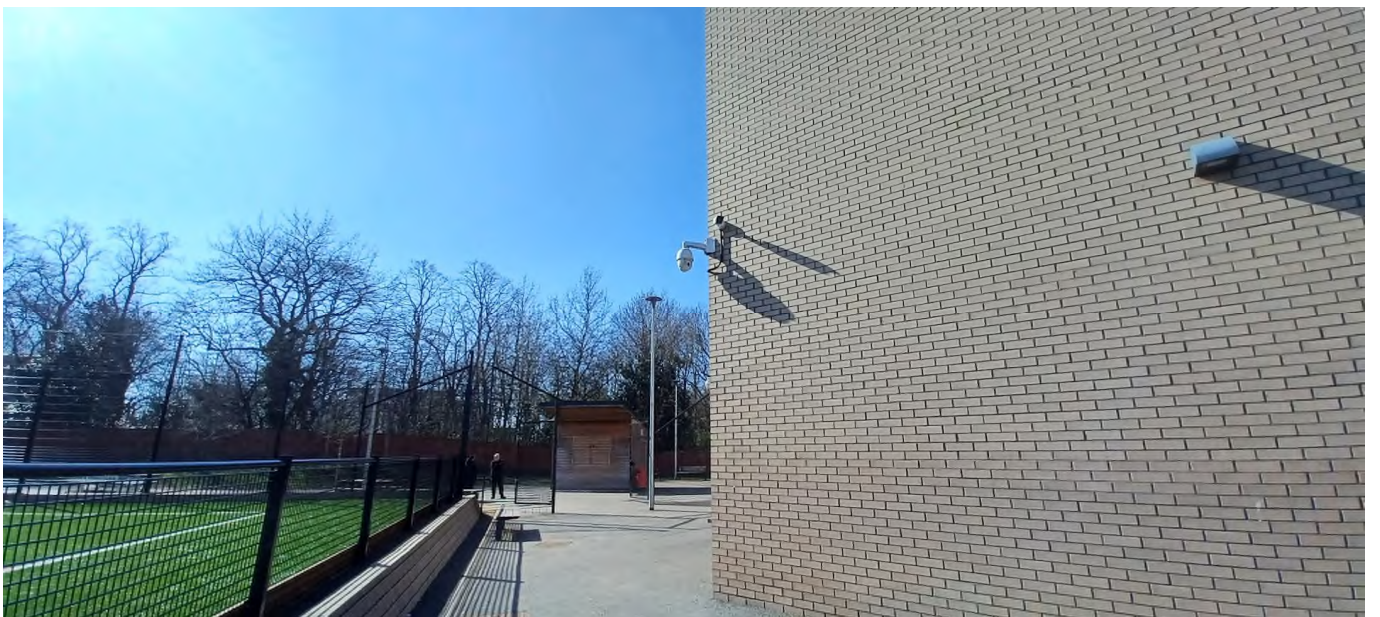
The application relates to Didsbury High School, a secondary educational institution, situated within the Didsbury West ward of Manchester.

Accessed off the Boulevard via Princess Road, the site consists of a large part-three / part-four storey building which houses the majority of its teaching facilities, a surface level car parking area to the north, and sports pitches to its centre and east with various hard and soft landscaping features.

The site is located in a predominantly residential setting and is bounded to the north by the Boulevard, to the east by semi-detached residential properties, to the south by a wooded area and to the west by Princess Road.







Description of development

The applicant is seeking permission for the erection of a second floor extension on the south facade of the existing school building supported by external columns to provide 2No. classrooms for 12No. pupils, 1No. IT suite for 30 pupils and a single office for staff use.

Consultations & Notification Responses

Local residents, as per appendix 1 – no comments or objections received.

Manchester Active indicated that they were fully supportive of the proposal, highlighting that the extension would have no adverse impact upon the adjacent Artificial Grass Pitch.

Environmental Health made no objection to the proposal, requesting conditions relating to the submission of a construction management plan, details of a proprietary gas membrane, and construction hours be attached to any approval.

Neighbourhood Team Leader (Arboriculture) made no objection to the proposal, subject to the works complying with BS3998: Tree Work.

Highways Services made no objection to the proposal, requesting conditions relating to the submission of a robust drop-off / pick-up management plan and updated travel plan be attached to any approval.

Sport England originally objected to the proposal on the basis that “the proposal as it is likely to result in a prejudicial impact on the existing playing field and it has not been demonstrated that it meets any of the Exception of Sport England’s Playing Fields Policy or paragraph 104 of the NPPF”.

Following the submission of additional justification for the proposal and subject to conditions relating to the submission of ball mitigation measures and site compound details, Sport England withdrew their objection.

Policies

The following policies are considered relevant in the consideration of this application.

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:

- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles
- Policy EN10 – Safeguarding Open Space, Sport and Recreation Facilities

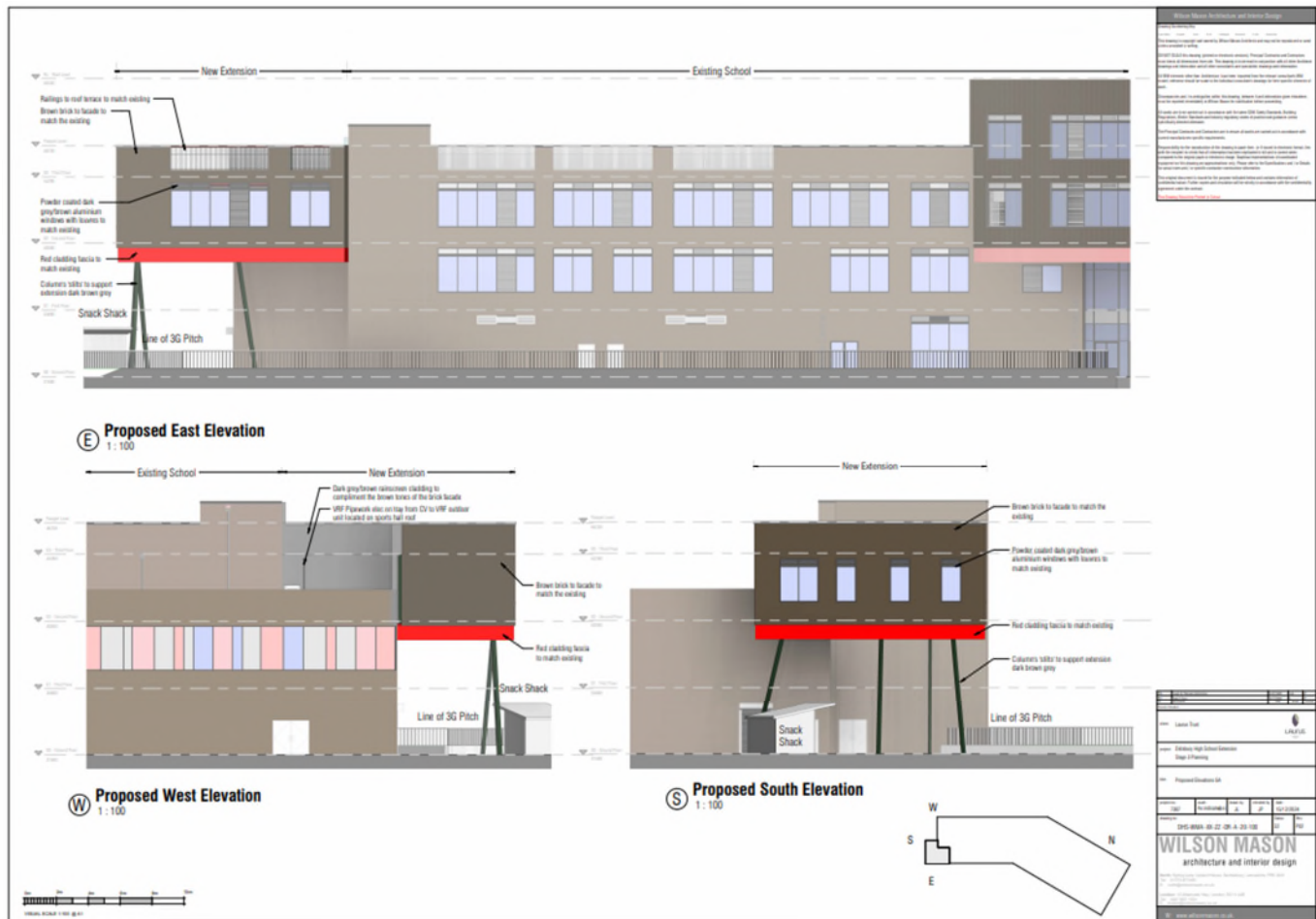
The National Planning Policy Framework (NPPF, 2021)

- Chapter 8 – Promoting Healthy and Safe Communities
- Chapter 12 – Achieving Well-Designed Places

Places for Everyone - is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

- Policy JP-P1 – Sustainable Places





Issues

Principle – the principle of the proposal, to erect a second floor extension to provide 2no. classrooms for 12no. pupils, 1no. IT suite for 30no. pupils, and an office for staff use is acceptable given that this would improve the teaching facilities available at the school whilst also allowing additional pupils to be accommodated. However, whilst the general principle is accepted, further consideration must be given to the proposal's siting, scale, and massing, appearance, and impact upon visual and residential amenity, waste storage, trees, and existing facilities.

Siting, scale, and massing – the second-floor extension would project southwards from the existing school building, overhanging the existing external amenity space. It would feature a length/depth of 14.619m, a width of 14.614m, and a height of 14.418m. Supported by columns, the extension would be sited 7.206m above ground level with a gap of 19.833m maintained to the plot's nearest shared boundary. It would be located at least 90m away from the nearest residential properties sited along Highmarsh Crescent and Clearwater Drive.

Overall, the siting, scale, and massing of the proposal is considered acceptable as it would not result in an 'excessively large or bulky' addition to the application site, would not introduce an overbearing presence into the locale (due to its siting approximately 90m away from residential properties) and would incur considerable public benefits as a result of its implementation, including improved teaching facilities at the school.

Moreover, whilst the proposal would result in a minor overhang of the run off to the adjacent sports pitch, the supporting justification submitted indicates that the location of the extension has been carefully considered with various other options explored and discounted during the

initial feasibility stage. The final location was deemed to be the only appropriate location for the extension. The supporting justification also highlights that the soffit height of the extension has been carefully considered to minimise impact on the pitch, sitting at 6.6m above the playing surface, and over sailing part of the run off area only, not the defined pitch area.

This information was relayed to Sport England who subsequently withdrew their objection to the proposal, subject to conditions relating to the submission of ball mitigation measures and site compound details being attached to any approval. In their second consultation response, Sport England indicated that, subject to these conditions, the proposal is not likely to result in a prejudicial impact on the existing sports pitch and can meet Exception 3 of Sport England's Playing Fields Policy and paragraph 104 of the NPPF.

Appearance and visual amenity – the extension would feature dark brown brick and red fascia cladding to match the appearance of the existing school building located to the north, dark brown/grey columns, powder coated dark grey/brown aluminium-framed windows with louvres to match the existing and a flat roof consisting of insulated bituminous roof covering with concrete pavers on pedestals. Its eastern elevation would feature 2no. windows, its southern elevation would feature 4no. windows, and its western elevation would be blank. The extension would also feature a roof terrace, bordered by railings.

The proposal is considered to be relatively usual in terms of its scale and design for developments of this type and would be in-keeping with the existing character and educational function of the school. Sited within the confines of the application site, away from the public highway and footpath, the proposal would not be highly visible within the street scene or public realm and, as such, should have a minimal impact upon the visual amenity of the area and should avoid forming a highly prominent/overly-dominant visual feature within this locale.

Moreover, it should be noted that any perceived visual harm caused as a result of the proposal would be outweighed by the significant public benefits that the scheme would produce, including improved teaching facilities for the school and its users. The proposal is therefore considered to accord with policies DM1 and SP1 of the Core Strategy, as well as chapter 12 of the NPPF.

Residential amenity – the proposal is not believed to cause undue harm the residential amenity of neighbouring occupants as the proposed extension would be sited a significant distance away from the nearest residential properties (at least 90m). As such, the facility should not cause issues associated with overshadowing, loss of light, or loss of outlook, nor should it introduce an overbearing presence into the area.

It should also be noted that any perceived harm caused to the residential amenity of the area as a result of the proposal would be outweighed by the significant public benefits that the scheme would produce, including improved teaching facilities for the school and its users. The proposal therefore accords with policies DM1 and SP1 of the Core Strategy.

Waste – the existing refuse management and storage arrangements would be unaffected by the proposal.

Parking and impact to the highway - in their consultation response, Highways Services indicated that this area is noted to have existing traffic and parking issues, which could be further exacerbated by an increase in pupil numbers facilitated by the proposal.

It should be noted that there is currently no restriction on pupil numbers at the school, therefore pupil numbers could be increased at the site without the need to apply for planning permission. Despite this, to mitigate concerns relating to the proposal's impact upon the existing parking arrangements and surrounding highways, conditions have been attached requiring the

submission of an updated travel plan and car parking management plan within 6 months of the first use of the development, in line with Highways' comments.

Construction impacts – any impacts associated with construction would be short-lived and would not represent material planning considerations which could be used to refuse planning permission. If there are any issues relating to noise or pollution associated with the construction phase, then these would be controlled through separate legislation such as the Environmental Pollution Act. Construction impacts would also be managed through the submission of a Construction Management Plan, which has been conditioned accordingly.

Noise – Environmental Health did not raise any concerns relating to potential noise generated by the proposal.

Trees – the submitted arboricultural impact assessment indicates that the management of demolition and development activities can be performed without being detrimental to tree health. Further to this, Neighbourhood Team Leader (Arboriculture) made no objection to the proposal, subject to the works complying with BS3998: Tree Work.

Gas protection measures – Environmental Health requested a condition relating to the submission of gas protection measures be attached to any approval. It was noted that, whilst the extension is at second floor level and supported by columns, there is a need to ensure that the extension would not be affected by landfill gas ingress and any gas protection measures already installed in the existing building are not compromised by the new development. This has been conditioned accordingly.

Flood Risk – given that the application site is not located within Flood Zones 2 or 3 and the extension would be second-floor only, the submission of a Flood Risk Assessment would not be required in this instance, as confirmed by Flood Risk Management.

Ecological impact – the submitted ecological appraisal and licensed daytime bat roost assessment provides the following recommendations:

- Protection of Trees, Shrubs and Hedgerows: During the construction phase, temporary protective demarcation fencing will be used to protect the trees, shrubs and the stump at T16 to be retained. The fencing must extend outside the canopy of the retained trees and must remain in position until the end of the construction period. The fencing will be in accordance with BS5837:2012 Trees in Relation to Design, Demolition and Construction: Recommendations (BSI, 2012) and the guidance as provided in the Arboricultural Impact Assessment (Treestyle Consultancy Ltd, 2024).
- Biosecurity: To minimise the risk of introduction of non-native and invasive species to the site, all machinery / plant to be brought to the site must be clean. Wheels / tracks of machinery / plant must have been pressure washed before use at the site.
- Nesting Birds: To minimise the risk of introduction of non-native and invasive species to the site, all machinery / plant to be brought to the site must be clean. Wheels / tracks of machinery / plant must have been pressure washed before use at the site. If breeding birds are detected / present it is recommended that the area is left undisturbed until it is confirmed that the young birds have fledged / the nest is no longer active. Guidance from an ecologist should be sought, as needed.
- Reasonable Avoidance Measures for the Protection of Wildlife: Notwithstanding the measures to be applied in relation nesting birds, during the site preparation works and construction operations it is essential that the following best practice and Reasonable

Avoidance Measures Method Statement (RAMMS) are applied for the protection of wildlife: a. All site personnel must be made aware of this RAMMS and best practice guidance; b. To avoid the creation of suitable habitat for the attraction of sheltering hedgehog and other wildlife, construction materials must not be accumulated on site and all waste must be transferred to skips; c. During construction, bricks etc. must be stored on pallets or raised from the ground in another suitable manner in order that no suitable habitat for sheltering animals is created; d. Where practical, any pipes must be stored with caps on (to prevent entry by wildlife); e. No fires must be lit at the site; f. Deep trenches / excavations must not be left open overnight. Trenches or holes must be fitted with a means of escape (such as ramped edge or a sloping plank of timber). This will ensure that any inquisitive animals do not become trapped; g. The use of chemicals (such as fertiliser and herbicides) harmful to wildlife should be avoided wherever possible; and h. If a hedgehog or other wildlife (subject to species) is detected within the working area, it must be carefully picked up, placed in a clean bucket and moved to an area of suitable habitat beyond the operational construction site boundary

Subject to these measures being followed, the proposal's ecological impact is considered to be acceptable. Further to this, an informative note relating to protected species has been attached to the consent.

Conclusion – given the above issues, it is considered that the proposal is acceptable in terms of its principle, siting, scale, and massing, appearance, and impact upon visual and residential amenity, waste storage, parking, and trees as it complies with policies DM1 and SP1 of the Core Strategy, chapter 12 of the NPPF, and policy JP-P1 of the Places for Everyone Joint Development Plan Document.

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.

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. Issues have arisen during the consideration of this application and the officer negotiated with the agent to reach a satisfactory resolution.

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 permission.

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

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

'Application for Planning Permission', numbered 'PP-13697600', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'GA Ground Floor Plan Proposed', numbered 'DHS-WMA-XX-00-DR-A-10-101', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'GA First Floor Plan Proposed', numbered 'DHS-WMA-XX-01-DR-A-10-102', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'GA Second Floor Plan Proposed', numbered 'DHS-WMA-XX-02-DR-A-10-103', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'GA Roof Plan Proposed', numbered 'DHS-WMA-XX-RL-DR-A-10-110', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'Site Sections GA Sheet 1', numbered 'DHS-WMA-XX-ST-DR-A-00-110', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'Proposed Elevations GA', numbered 'DHS-WMA-XX-ZZ-DR-A-20-100', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'Proposed GA Sections AA, BB – Sheet 1', numbered 'DHS-WMA-XX-ZZ-DR-A-20-110', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'Proposed GA Sections CC, DD - Sheet 2' numbered 'DHS-WMA-XX-ZZ-DR-A-20-111', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'Proposed GA Section EE - Sheet 3', numbered 'DHS-WMA-XX-ZZ-DR-A-20-112', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'The Laurus Trust. Didsbury High School Extension. Relationship to MUGA - Additional information', stamped as received by the City Council as Local Planning Authority on the 14th April 2025.

'Proposed Site Plan', numbered 'DHS-WMA-XX-ST-DR-A-00-003', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'Environmental Sound Survey Report 1353/ESS1', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'ARBORICULTURAL IMPACT ASSESSMENT', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'ECOLOGICAL APPRAISAL AND LICENSED DAYTIME BAT ROOST ASSESSMENT', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

'Flood map for planning', stamped as received by the City Council as Local Planning Authority on the 21st February 2025.

Reason - To ensure the development is carried out in accordance with the approved plans, pursuant to Policies SP1 and DM1 of the Core Strategy.

3) The materials to be used on the external surfaces of the development hereby permitted shall match those specified on the submitted application form and approved documents.

Reason - To ensure the appearance of the site to be developed is not adversely affected by the materials to be used in the construction of the development, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

4) Prior to the commencement of development, a Construction Management Plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning Authority.

For the avoidance of doubt, this shall include:

- Measures to control noise,
- Dust suppression measures,
- Compound locations where relevant,
- Details of an emergency contact telephone number,
- A community consultation plan,
- Sheeting of construction vehicles.

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

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

5) a) Prior to the commencement of development, appropriate and comprehensive construction designs for the installation of a proprietary gas membrane, in order to alleviate any possibility of landfill gas ingress to the building, shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Alternatively, prior to the commencement of development, full details or evidence to demonstrate that the proposed works will not be affected by landfill gas ingress and will not have an adverse impact upon the existing remedial measures previously installed at the site as part of Planning Permission 118539/FO/2017 shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

Development shall take place in accordance with the agreed details.

b) Upon completion of the works, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority, to ensure that the existing remedial measures have not been compromised.

Reason – The development site lies within 250 metres of a registered landfill site or in close proximity to a potential historical source of landfill gas. The existing development has had remedial measures installed as part of Planning Permission 118539/FO/2017. The current works shall not compromise the protection afforded by these earlier measures, pursuant to policy EN18 of the Manchester Core Strategy.

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

7) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and

the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

8) Above-ground works shall not commence until full details of the design and specification of the ball stop mitigation measures have been explored, including details of management and maintenance responsibilities, have been submitted to and approved in writing by the City Council as Local Planning Authority. If such a scheme cannot be achieved, full details of those reasons shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

Any approved details shall be implemented as part of the development before the development is first used and thereafter be managed and maintained in accordance with any approved details.

Reason - To provide protection for the users of the adjacent sports pitch from bounce back from potential ball strike, to reduce conflict between the building and the future use of the sports pitch, therefore safeguarding the sporting use of the adjacent sports facilities, pursuant to policy EN10 of the Manchester Core Strategy and chapter 8 of the National Planning Policy Framework.

9) No development shall commence until full details of: (a) the works/contractors' compound (including any buildings, moveable structures, works, plant, machinery, access and provision for the storage of vehicles, equipment and/or materials); and (b) a scheme for the removal of the works/contractors' compound and the restoration of the land on which it is situated are submitted to and approved in writing by the City Council as Local Planning Authority.

The works/contractors' compound shall be implemented in accordance with the approved details.

Reason - To protect the existing sports pitch from damage, loss or availability of use, pursuant to policy EN10 of the Manchester Core Strategy and chapter 8 of the National Planning Policy Framework.

10) Within six months of the first use of the development hereby approved, an updated Travel Plan shall be submitted to and approved in writing by the City Council as Local Planning Authority.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed at the development;
- ii) a commitment to surveying the travel patterns of staff and pupils during the first three months of use of the development and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car including increasing the provision of on-site secure covered cycle parking facilities;
- iv) measures for the delivery of specified travel plan services;
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Thereafter, the development shall be used in accordance with the approved details.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy.

11) Within six months of the first use of the development hereby approved, an updated management plan for the car parking and drop-off area and pedestrian access from Highmarsh Crescent shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The plan shall include:

- Measures to marshall the use of the staff car park and drop off area;
- Measures to discourage use of drop off areas for longer term car parking;
- Measures to be employed to discourage inappropriate drop off of pupils

Thereafter, the development shall be used in accordance with the approved details.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

Informatives

1) Construction works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

2) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk.

3) Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. If protected species are encountered, the applicant is advised to seek ecological advice.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCR Active
Greater Manchester Police
Sport England

48 Oakridge, 117 Nell Lane, Manchester, M20 2DU
49 Oakridge, 117 Nell Lane, Manchester, M20 2DU
15 Maplewood, 117 Nell Lane, Manchester, M20 2DU
21 Jefferson, 117 Nell Lane, Manchester, M20 2DU
31 Jefferson, 117 Nell Lane, Manchester, M20 2DU
First Floor, One Didsbury Point, 2 The Avenue, Manchester, M20 2EY
47 Collinswood, 117 Nell Lane, Manchester, M20 2DU
34 Clearwater Drive, Manchester, M20 2ED
40 Clearwater Drive, Manchester, M20 2ED
71 The Boulevard, Manchester, M20 2EU
37 The Boulevard, Manchester, M20 2EU
20 Clearwater Drive, Manchester, M20 2ED
9 Lexington, 117 Nell Lane, Manchester, M20 2DU
38 Fremont, 117 Nell Lane, Manchester, M20 2DU
37 Fremont, 117 Nell Lane, Manchester, M20 2DU
27 Jefferson, 117 Nell Lane, Manchester, M20 2DU
Optegra Eye Hospital, One Didsbury Point, 2 The Avenue, Manchester, M20 2EY
43 Collinswood, 117 Nell Lane, Manchester, M20 2DU
Magic Balloons, Units 2 To 4, Nelrose, Princess Road, Manchester, M20 2LT
Unit 5, Nelrose, Princess Road, Manchester, M20 2LT
23 Clearwater Drive, Manchester, M20 2ED
25 Clearwater Drive, Manchester, M20 2ED
29 Clearwater Drive, Manchester, M20 2ED
4 Clearwater Drive, Manchester, M20 2ED
8 Clearwater Drive, Manchester, M20 2ED
12 Clearwater Drive, Manchester, M20 2ED
1 Clearwater Drive, Manchester, M20 2ED
One Didsbury Point, 2 The Avenue, Manchester, M20 2EY
54 Oakridge, 117 Nell Lane, Manchester, M20 2DU
7 Lexington, 117 Nell Lane, Manchester, M20 2DU
6 Lexington, 117 Nell Lane, Manchester, M20 2DU
32 Fremont, 117 Nell Lane, Manchester, M20 2DU
22 Jefferson, 117 Nell Lane, Manchester, M20 2DU
15 Clearwater Drive, Manchester, M20 2ED
42 Collinswood, 117 Nell Lane, Manchester, M20 2DU
46 Clearwater Drive, Manchester, M20 2ED
48 Clearwater Drive, Manchester, M20 2ED
39 The Boulevard, Manchester, M20 2EU
63 The Boulevard, Manchester, M20 2EU
22 Clearwater Drive, Manchester, M20 2ED
10 Clearwater Drive, Manchester, M20 2ED
6 Clearwater Drive, Manchester, M20 2ED
5 Clearwater Drive, Manchester, M20 2ED
7 Clearwater Drive, Manchester, M20 2ED
52 Oakridge, 117 Nell Lane, Manchester, M20 2DU

1 Lexington, 117 Nell Lane, Manchester, M20 2DU
10 Lexington, 117 Nell Lane, Manchester, M20 2DU
2 Lexington, 117 Nell Lane, Manchester, M20 2DU
18 Maplewood, 117 Nell Lane, Manchester, M20 2DU
12 Maplewood, 117 Nell Lane, Manchester, M20 2DU
14 Maplewood, 117 Nell Lane, Manchester, M20 2DU
17 Maplewood, 117 Nell Lane, Manchester, M20 2DU
Fremont, 117 Nell Lane, Manchester, M20 2DU
35 Fremont, 117 Nell Lane, Manchester, M20 2DU
23 Jefferson, 117 Nell Lane, Manchester, M20 2DU
Third Floor, One Didsbury Point, 2 The Avenue, Manchester, M20 2EY
46 Collinswood, 117 Nell Lane, Manchester, M20 2DU
Rx-Box, Unit 9, Nelrose, Princess Road, Manchester, M20 2LT
Designer Flowers By Rodgers, Unit 1, Nelrose, Princess Road, Manchester, M20 2LT
EPG Services, Unit 6, Nelrose, Princess Road, Manchester, M20 2LT
32 Clearwater Drive, Manchester, M20 2ED
19 Maplewood, 117 Nell Lane, Manchester, M20 2DU
34 Fremont, 117 Nell Lane, Manchester, M20 2DU
36 Fremont, 117 Nell Lane, Manchester, M20 2DU
40 Fremont, 117 Nell Lane, Manchester, M20 2DU
20 Jefferson, 117 Nell Lane, Manchester, M20 2DU
9 Clearwater Drive, Manchester, M20 2ED
11 Clearwater Drive, Manchester, M20 2ED
45 Collinswood, 117 Nell Lane, Manchester, M20 2DU
New York New York Car Wash, Princess Road, Manchester, M20 2LT
42 Clearwater Drive, Manchester, M20 2ED
51 The Boulevard, Manchester, M20 2EU
16 Clearwater Drive, Manchester, M20 2ED
3 Clearwater Drive, Manchester, M20 2ED
53 Oakridge, 117 Nell Lane, Manchester, M20 2DU
55 Oakridge, 117 Nell Lane, Manchester, M20 2DU
11 Lexington, 117 Nell Lane, Manchester, M20 2DU
5 Lexington, 117 Nell Lane, Manchester, M20 2DU
39 Fremont, 117 Nell Lane, Manchester, M20 2DU
25 Jefferson, 117 Nell Lane, Manchester, M20 2DU
13 Clearwater Drive, Manchester, M20 2ED
21 Clearwater Drive, Manchester, M20 2ED
36 Clearwater Drive, Manchester, M20 2ED
30 Clearwater Drive, Manchester, M20 2ED
61 The Boulevard, Manchester, M20 2EU
49 The Boulevard, Manchester, M20 2EU
2 Clearwater Drive, Manchester, M20 2ED
18 Clearwater Drive, Manchester, M20 2ED
14 Clearwater Drive, Manchester, M20 2ED
51 Oakridge, 117 Nell Lane, Manchester, M20 2DU
8 Lexington, 117 Nell Lane, Manchester, M20 2DU
4 Lexington, 117 Nell Lane, Manchester, M20 2DU
13 Maplewood, 117 Nell Lane, Manchester, M20 2DU
41 Fremont, 117 Nell Lane, Manchester, M20 2DU
28 Jefferson, 117 Nell Lane, Manchester, M20 2DU
30 Jefferson, 117 Nell Lane, Manchester, M20 2DU
24 Jefferson, 117 Nell Lane, Manchester, M20 2DU
17 Clearwater Drive, Manchester, M20 2ED
19 Clearwater Drive, Manchester, M20 2ED

27 Clearwater Drive, Manchester, M20 2ED
44 Clearwater Drive, Manchester, M20 2ED
24 Clearwater Drive, Manchester, M20 2ED
26 Clearwater Drive, Manchester, M20 2ED
28 Clearwater Drive, Manchester, M20 2ED
50 Oakridge, 117 Nell Lane, Manchester, M20 2DU
3 Lexington, 117 Nell Lane, Manchester, M20 2DU
16 Maplewood, 117 Nell Lane, Manchester, M20 2DU
Maplewood, 117 Nell Lane, Manchester, M20 2DU
33 Fremont, 117 Nell Lane, Manchester, M20 2DU
29 Jefferson, 117 Nell Lane, Manchester, M20 2DU
26 Jefferson, 117 Nell Lane, Manchester, M20 2DU
44 Collinswood, 117 Nell Lane, Manchester, M20 2DU
First Floor, Nelrose, Princess Road, Manchester, M20 2LT
38 Clearwater Drive, Manchester, M20 2ED
69 The Boulevard, Manchester, M20 2EU
Second Floor, One Didsbury Point, 2 The Avenue, Manchester, M20 2EY
77 Central Road, Manchester, M20 4YD

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 (Middle) -
Area Team Boundary - Name: SOUTH AREA