MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	142270/FO/2025
Date registered valid:	26 February 2025
Proposal:	Change of use of ground floor from light industrial (Class B2) to office use (Class E), and erection of a two storey rear extension and single storey side extension to create additional office space on the ground floor and two additional 1 bed flats above (three flats on site in total), with associated car parking, bin store and landscaping.
Address:	42 Ladybarn Road, Manchester, M14 6WW
Ward(s):	Fallowfield Ward
Applicant:	Mr Dan Strain, DSJMK Properties Ltd
Agent (if any):	Ms Kimberley Mountford, MODE Architects Limited
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 Office

Date of site visit: 28 March 2025

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

Neighbour notifications: Printed: 5 March 2025 Expired: 26 March 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

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The application relates to a two-storey detached building of redbrick with a red concrete tile roof, featuring gable end roof forms to the front, side, and rear. The property features timberframed windows, roller shutters to the front side and rear, a paved front yard, an area of hardstanding to the south and west, as well as a part-single / part-two storey side and rear outrigger, a single storey rear outrigger, and a flat roof rear extension. The site is bordered by a mixture of mid-high level redbrick walls, black railing style gates, timber panelled fencing, and metal palisade fencing. It is bounded to the north by Ladybarn Road, to the east by Fallowfield Timber merchants, and to the south and west by Fallowfield cycling loop. The submitted application form indicates that, though currently vacant, the site was previously used for tool hire (Class B2 – general industrial).


Standish Rd
Standish Rd
Ladybarn Rd
Ladybarn Rd
Ladybarn Rd
Ladybarn Rd
Ladybarn Rd
Ladybarn Mews
3a
9A
7A
7B
8
42


42
SEABASS
NO PARKING


42


SEABASS




BW15 KYR
VN70 AYG


9A


15


15

Description of area

Ladybarn Road is a street situated within the Fallowfield ward of Manchester, close to Moseley Road (B5093), Wilmslow Road, and Fallowfield cycling loop. The area is mixed in terms of its character, located close to one of Fallowfield's main high streets with a strong commercial precedent, as well as building's featuring general industrial activities, and residential dwellinghouses.

Description of development

The applicant is seeking permission for the change of use of ground floor from light industrial (Class B2) to office use (Class E), and erection of a two storey rear extension and single storey side extension to create additional office space on the ground floor and two additional 1 bed flats above (three flats on site in total), with associated car parking, bin store and landscaping.

Planning history

28622 - Two storey extension at side of dwellinghouse to form a coach booking office with a bedroom over – APPROVED (30.04.1987).

35403 - Change of use from living accommodation and office to offices including a new shop front – APPROVED (05.01.1990).

055289/OO/CENTL1/98 - Erection of 2-storey building to form offices with a self-contained flat above after demolition of existing; widening of vehicular access to Ladybarn Road; relocation of parking and storage area – APPROVED (22.10.1998).

122979/FO/2019 - Change of use of premises from office at ground floor with adjacent service yard, and residential dwelling at first floor, to 4.no 2-bedroom apartments, with associated car parking and amenity space following demolition of existing garage and rear single storey outrigger – APPROVED (10.06.2019).

133308/FO/2022 - Erection of a two-storey rear extension and demolition of existing garage and single storey rear outrigger in association with the change of use of premises from office at ground floor with adjacent service yard, and residential dwelling at first floor, to form 4.no 2-bedroom self-contained apartments, with associated car parking and amenity space – APPROVED (01.06.2022).

139958/FO/2024 - Conversion of existing ground floor from general industrial (B2) to office use (E), with three storey extensions to rear, side and upper floors to create 8no. apartments (6no. 1 beds and 2no. 2 beds) – REFUSED (25.09.2024).

141736/FO/2024 - Change of use of ground floor from light industrial (Class B2) to office use (Class E), and erection of a two storey rear extension and single storey side extension to create additional office space on the ground floor and two additional 1 bed flats above (three flats on site in total), with associated car parking, bin store and landscaping – REFUSED (04.02.2025).

Consultations & Notification Responses

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

Southeast Fallowfield Residents' Association - no comments or objections received.

Rusholme, Fallowfield & Moss Side Civic Society - no comments or objections received.

Greater Manchester Ecology Unit highlighted that building 1 (the main building located on the site) was assessed as having 'low' bat roosting potential and building 2 (the small garage/storage building) was assessed as having 'negligible' bat roosting potential. A bat emergence survey was requested to be undertaken on building 1 between May and August (inclusive), with three surveyors and the use of Night Vision Aids (NVAs), prior to determination of the application. It was also highlighted that the site, comprising of buildings or hardstanding areas only, has no baseline ecological value and is therefore currently exempt from a Biodiversity Net Gain (BNG) assessment.

Environmental Health made no objection to the proposal, requesting conditions relating to the submission of a demolition and construction management plan, demolition and construction hours, premises opening hours, deliveries to commercial premises, residential sound insulation, a waste management scheme, electric vehicle charging, and contaminated land be attached to any approval.

Highways Services made no objection to the proposal, requesting further information relating to the access gates, boundary treatment, cycle parking provisions, and rights of access to the site. Conditions relating to section 278 works, electric vehicle charging, cycle parking, a travel plan pack, and a construction management plan were requested to be attached to any approval.

Policies

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

Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:
- Policy DC7 – New Housing Development
- Policy DC26 – Development and Noise

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 EN1 – Design Principles and Strategic Character Areas
- Policy EN19 – Waste
- Policy T1 – Sustainable Transport
- Policy H1 – Overall Housing Provision

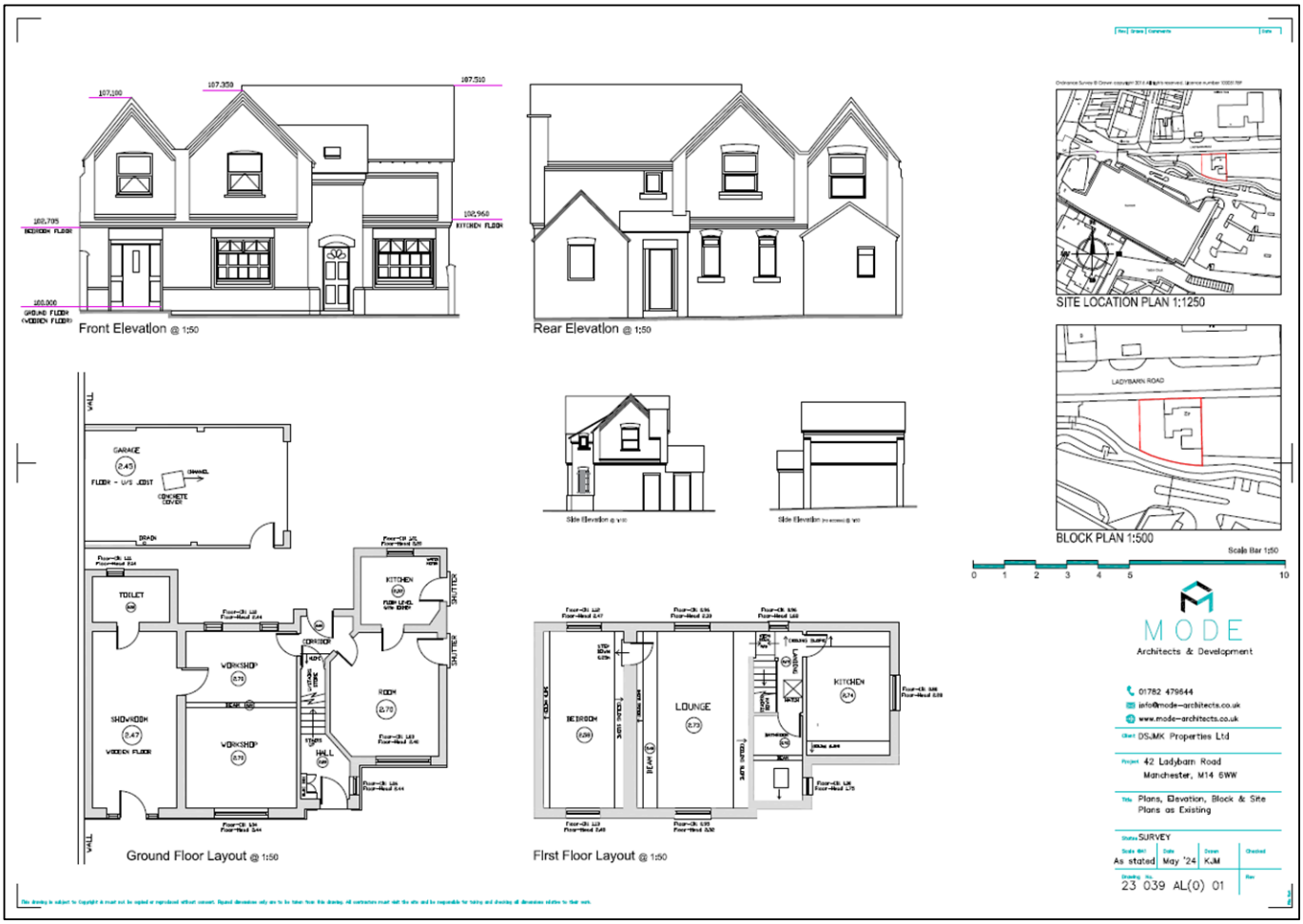
The National Planning Policy Framework (NPPF, 2024)
- Chapter 2 – Achieving Sustainable Development
- Chapter 5 – Delivering a Sufficient Supply of Homes
- Chapter 11 – Making Effective Use of Land
- Chapter 12 – Achieving Well-Designed Places

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.

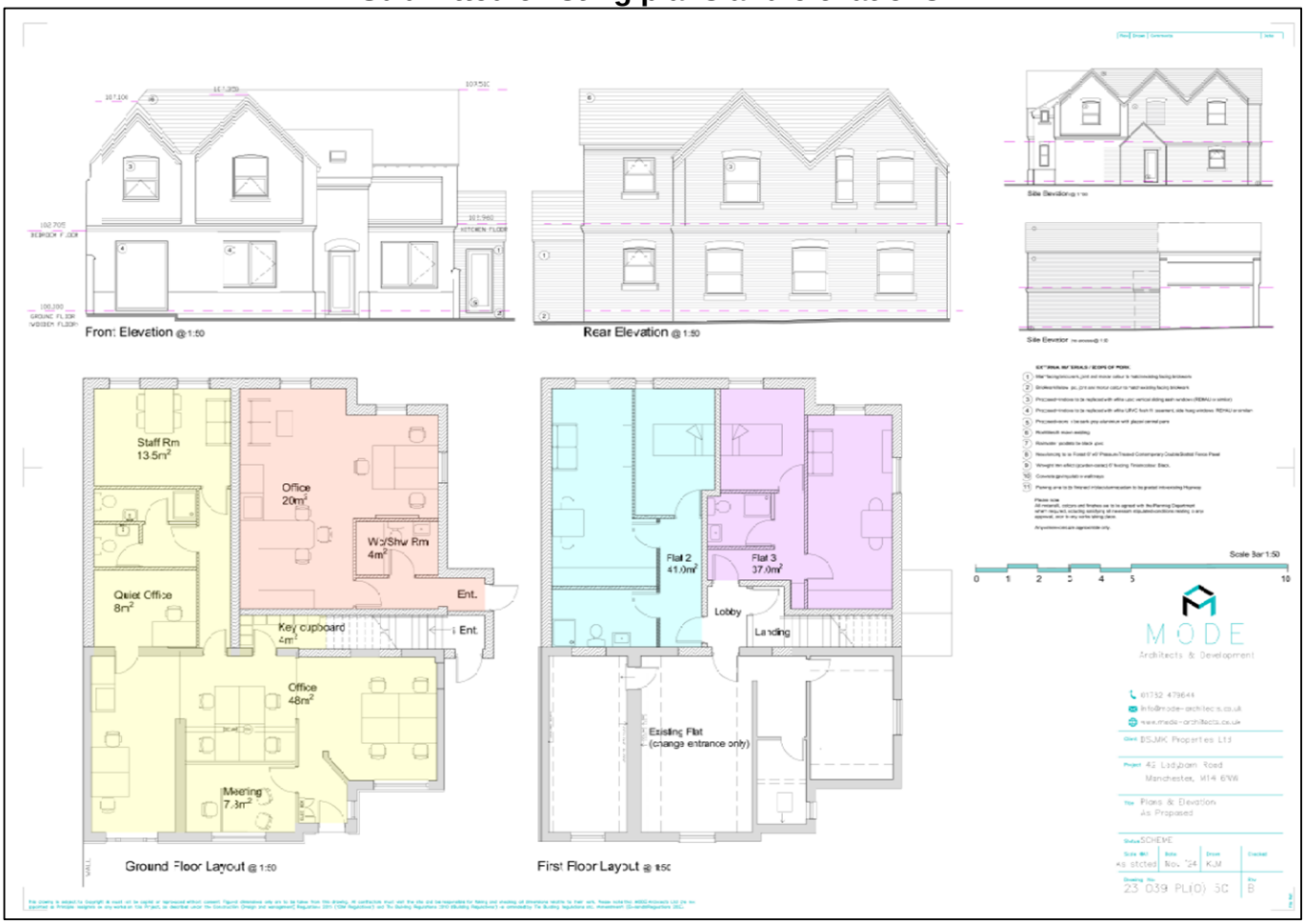
- Policy JP-H1: Scale, Distribution, and Phasing of New Housing Development
- Policy JP-J3: Type, Size, and Design of New Housing
- Policy JP-P1: Sustainable Places

Manchester Residential Quality Guidance (2017)
- Appendix - Manchester's Emerging Space Standards

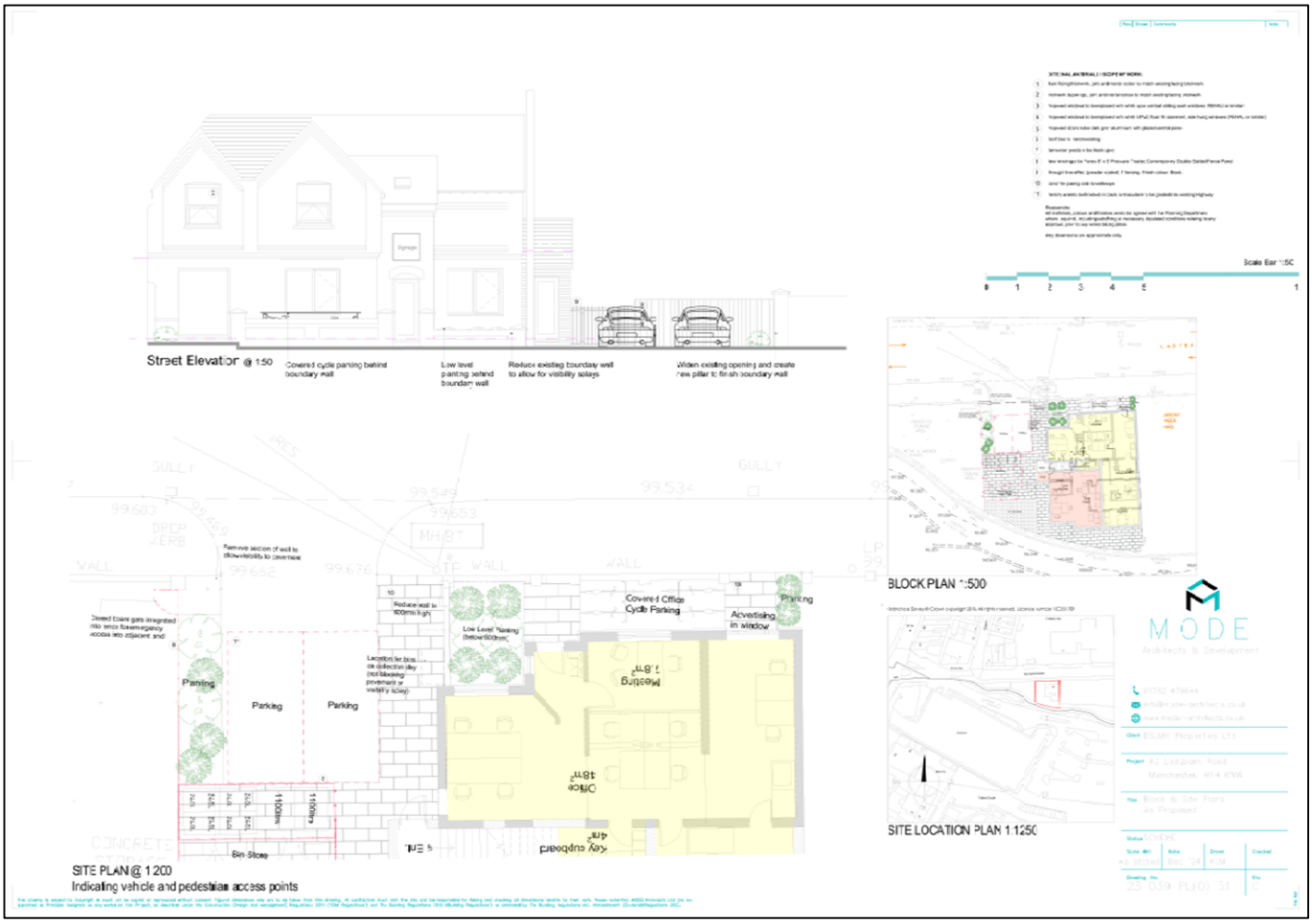
Technical Housing Standards – Nationally Described Space Standard (2015)



Submitted existing plans and elevations



Submitted proposed plans and elevations



Submitted [amended] proposed site plan and street elevation

Issues

Principle – the principle of changing the ground floor use of the property from light industrial (Class B2) to office use (Class E) together with the erection of a two storey rear extension and single storey side extension to create additional office space on the ground floor and two additional 1 bed flats above (three flats on site in total), with associated car parking, bin store and landscaping, is acceptable given the UK government's commitment to delivering a sufficient supply of homes (as detailed within chapter 5 of the National Planning Policy Framework) through making effective use of land (as detailed within chapter 11 of the National Planning Policy Framework).

Notwithstanding this, the proposal must be assessed on a range of relevant issues including its siting, scale, and massing, appearance, and impact upon visual and residential amenity, waste storage and management, cycle and car parking provisions, highways impact, ecological impact, space standards, landscaping and boundary treatment, contaminated land, etc.

Siting, scale, and massing – the part-single / part-two storey extension would be sited at the side and rear of the building, facing south and west, replacing the existing single storey building to the rear of the site. At ground floor level, it would feature a rearward projection of 8.58m, a length/depth of 8.901m, a sideward projection of 1.751m, a width of 13.242m, a dual pitch roof height to the side of 4.091m, and an eaves height of 2.604m. At first-floor level, the extension would also feature a length/depth of 8.58m, a width of 11.52m, a part-hipped / part-dual pitch roof height of 7.504m (to match the highest part of the existing building) with an eaves height of approximately 5.254m to the rear.

Though the proposal represents a sizeable addition to the host building, in these circumstances, this is considered acceptable given that the extension would largely read sympathetically to the

current appearance of the application property on account of it sitting at the same level as the existing ridge, with similar dual pitch roof forms to the side and rear, and only a small portion of the extension immediately visible from the principal elevation along Ladybarn Road. Further to this, the spacious nature of the application site would be able to accommodate an addition of this scale, whilst also providing sufficient external amenity space for its prospective occupiers to the side and rear of the building. Finally, due to its siting at least 18m away from the nearest residential properties, the proposal should also avoid introducing an overbearing feature into the area nor would it provide overlooking / loss of privacy.

For these reasons, the siting, scale, and massing of the proposal is considered acceptable, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

Appearance and visual amenity – the submitted application form and plans indicate that the extension would utilise brickwork and roof tiles to match the existing building in addition to uPVC windows. At ground floor level, it would feature 1no. outward-opening door to the front, 1no. outward-opening door and 1no. window to its western side elevation and 4no. windows to the rear. At first-floor level, it would feature 1no. window to its western side elevation, and 4no. windows to its rear elevation. Its roof slopes would be blank and featureless.

The proposal is relatively standard in terms of its design and scale for developments of this type and would be in-keeping with the existing precedent of extensions in this locale. Sited to the side and rear of the application property, elements of the extension would be visible within the street scene and public realm. However, its use of matching materials and sympathetic architectural features (e.g., dual pitch roof forms) and dimensions should provide a blended appearance with the host building, ensuring that the extension does not form a prominent visual feature. Hence, the overall character of the property and its surrounding area should not be significantly harmed by these works.

The design and appearance of the extension therefore accords with policies DM1 and SP1 of the Manchester Core Strategy and chapter 12 of the National Planning Policy Framework.

Residential amenity – the site is bounded to the north by Ladybarn Road, to the east by Fallowfield Timber merchants, and to the south and west by Fallowfield cycling loop, with the nearest residential properties located approximately 18m away. As such, the proposal is not expected to have an unduly harmful impact upon the residential amenity of the area, in terms of causing issues associated with overshadowing, loss of light, loss of outlook, or loss of privacy for nearby residents.

Waste – the submitted waste management strategy contains discrepancies amongst the figures provided. Page 1 indicates that the proposal includes provisions for 3no. 240L general refuse bins (1 per apartment), 1no. 240L pulpable recycling bin (shared between the apartments), 3no. 240L mixed recycling bins (1 per apartment), 1no. 240L garden waste bin (for whole building) and 3no. 23L food waste bins (1 per apartment). However, page 2 indicates that the proposal includes provisions for 3no. 240L general waste bins for the apartments, 2no. 1100L general waste bins for the ground floor office use, 3no. 240L dry recycling bins for the apartments, 3no. 23L food waste bins for the apartments, 1no.130L garden waste bin for the whole building, and 2no. 240L pulpable waste bins (1 for the apartments, 1 for the ground floor office use).

Environmental Health indicated that these provisions are inadequate, highlighting that each flat would require a set of bins (including 1no. pulpable waste bin per flat) in addition to segregated commercial and domestic bin storage areas. In order to overcome these issues, a condition requiring the submission of a waste storage and management scheme prior to the commencement of development has been attached to the consent.

Further to this, Highways Services noted that any larger office Euro-bins should be serviced directly from the bin store to ensure pedestrian movement along the footway is not hindered. These details will need to be included within the aforementioned waste storage and management scheme.

Parking and highways impact – the submitted plans show the provision of 2no. parking spaces which will be accessed from Ladybarn Road utilising the site's existing vehicle access point, which the design and access statement indicates would be widened slightly.

Highways Services indicated that the current parking bay design is considered acceptable in terms of length/width as the bays are adequately set-back from the adopted footway.

Highways noted that acceptable levels of vehicle visibility are shown within the submitted transport statement. In terms of pedestrian visibility, acceptable levels are provided to the east, however, visibility to the west would only be enabled by reducing the height of the adjacent boundary treatment to a maximum of 600mm in height. Whilst these concerns are acknowledged, it should be noted that the proposal would utilise the site's existing vehicle access point leading off Ladybarn Road. Drawing no. 23_039_PL(0)_51_Rev B indicates that a section of the existing wall located to the west of parking bays would be removed to allow greater visibility to the pedestrian footpath. Further to this, the existing redbrick wall located to the west falls outside of the red line boundary of the site. Therefore, to impose such a condition upon the applicant is considered to be unreasonable and beyond the scope of the proposal.

The submitted transport statement indicates that both parking bays would be allocated to office use and would be supported by electric vehicle charging provisions. Highways confirmed that this level of provision is deemed acceptable for the proposed office use. As the submitted plans do not provide details of the electric vehicle charging points referred to in the submitted transport statement, a condition requiring these details to be submitted prior to the first use of the development has been attached.

Based on census car ownership data provided within the submitted transport statement and in consideration of the site's accessibility and the size of the proposed dwellings (3no. 1-bedroom flats), Highways Services confirmed that resident car ownership (and resultant on-street parking demand) is likely to be low.

Highways Services also noted that the existing vehicular access to the site also appears to provide access into the existing car park/adjacent land to the west. This would be replaced by the proposed parking bays and, as such, Highways requested that the applicant provide clarification as to the rights of access to the land. Whilst these concerns are acknowledged, rights of access to land are civil legal matters and do not represent material planning considerations which can be used to negotiate proposals.

Highways Services also requested a condition relating to the submission of a travel plan be attached to any approval. This is considered unreasonable in this instance given that the proposal does not represent a considerably complex scheme, accommodating a large number of users or occupiers. Further to this, Highways confirmed that the scale of development is not expected to give rise to a significant increase in multi-modal trips and highlighted that the site is located within a sustainable location, benefitting from a GMAL Rating of 6 (Very Good). Various bus services operate along Wilmslow Road which is located within close proximity of the site. A good level of cycle infrastructure is also provided within the surrounding area. For these reasons, the aforementioned condition has not been attached.

Cycle parking – the submitted plans indicate that parking for 4no. bicycles for the residents of the flats would be included to the rear of the site. This equates to over 100% residential cycle parking provision, which Highways confirmed as being acceptable. Discrepancies exist amongst the submitted information in relation to the exact location of this cycle parking as the proposed block plan and the visibility assessment plans show different sitings. It is also unclear as to whether these parking provisions would be sheltered and secure. Clarification was sought from the agent of the application who confirmed that all cycle parking would be secure and sheltered, however, the exact location of the parking remains unclear due to the aforementioned discrepancies amongst the submitted information. In the absence of this information, a condition requiring further details relating to cycle parking provisions at the site has been attached.

The submitted plans also indicate that parking for 3no. bicycles is proposed to the building frontage for office staff. Highways confirmed that this level of provision is considered acceptable, however, indicated that the parking would need to be both sheltered and secure. As previously discussed, clarification was sought from the agent of the application who confirmed that all cycle parking would be secure and sheltered, however, the exact location of the parking remains unclear due to discrepancies between the submitted block plan and visibility assessment plans. A condition requiring further details relating to cycle parking provisions at the site has therefore been attached.

Ecological impact – Greater Manchester Ecology Unit highlighted that building 1 (the main building located on the site) was assessed as having ‘low’ bat roosting potential and building 2 (the small garage/storage building) was assessed as having ‘negligible’ bat roosting potential. A bat emergence survey was requested to be undertaken on building 1 between May and August (inclusive), with three surveyors and the use of Night Vision Aids (NVAs), prior to determination of the application. It was also highlighted that the site, comprising of buildings or hardstanding areas only, has no baseline ecological value and is therefore currently exempt from a Biodiversity Net Gain (BNG) assessment.

Whilst it is acknowledged that a further bat survey was requested to be undertaken prior to the determination of the application, it should be noted that to secure such information within the current timescale of the application would not be possible given its 8-week determination period. The recommendations detailed within the submitted preliminary roost assessment highlight that such a survey should be undertaken, and these recommendations will need to be followed as this document has been included within the specified plans of this approval. Further to this, an informative note which provides guidance on protected species (including bats) has also been attached.

Landscaping and boundary treatment – the submitted indicate that the plot’s eastern and southern boundaries would remain largely unaltered by the proposal. New timber fencing would be included to the western boundary of the site, providing a clear separation line between the application site and the existing car park/vacant site to the west. This would also include a closed board gate which would be integrated into the fence, facilitating emergency access into the adjacent land. The plot’s northern boundary wall to Ladybarn Road would be repaired/reconstructed using bricks recovered from the widened vehicle access point, as indicated in the submitted design and access statement. The proposed street elevation indicates that the eastern section of this boundary wall would be reduced to below 600mm to improve pedestrian and vehicle visibility in this area.

With regard to vehicular access gates, discrepancies exist amongst the submitted information with the visibility assessment plans and proposed street elevation appearing to depict a gated access and the transport statement and site plans not depicting any gates. Highways indicated that any gates at this location would need to be inward-opening or sliding to avoid conflict with passing vehicle or pedestrian movement. Confirmation was sought from the agent of the

application who confirmed that no vehicular access gates are proposed, submitting amended plans to demonstrate this.

The proposal also includes soft landscaping components with areas of planting provided to its frontage and along its western edge. These elements of the scheme are considered acceptable as they would soften and improve the overall appearance of the site.

Hours of use – the submitted application form indicates that the hours of opening for the ground floor office premises would be as follows:

Monday to Friday: 08:00-18:00
Saturday: 08:00-18:00
Sundays and Bank Holidays: Closed

In their email correspondence dated to the 10th April 2025, Environmental Health confirmed that these hours are acceptable. This has been conditioned accordingly.

Standard of accommodation – Paragraph 135(f) of the NPPF states that planning decisions should ensure that developments create places with a high standard of amenity for existing and future users.

The submitted plans indicate that flat 1 (existing) would be unaltered by the proposal, save for the relocation of its entrance to the new lobby/landing. The submitted plans indicate that flat 2 (1no. bedroom/1no. person) would scale at 41sqm and would include a bedroom (serviced by 1no. window), an open plan kitchen/living/dining area (serviced by 1no. window), and a shower room. The submitted plans indicate that flat 3 (1no. bedroom/1no. person) would scale at 37sqm and would include a bedroom (serviced by 1no. window), an open plan kitchen/living/dining area (serviced by 2no. windows), and a shower room.

The above details accord with those specified in the government's technical housing standards – nationally described space standard as well as Manchester's emerging space standard which stipulates that 1-bedroom/1-person dwellings over 1-storey should provide a minimum of 39sqm internal floor space (37sqm if a shower room is proposed instead of a bathroom).

In terms of the adequacy of light provided to the flats, the submitted plans indicate that all habitable rooms would be serviced by at least 1no. window and, given the spacious character of the application site, these windows would be unobstructed by adjacent built form, receiving sufficient levels of sunlight and daylight throughout the daytime.

A shared external amenity space would also be provided to the west of the application property, as shown on the submitted proposed block plan. Access to further outdoor amenity spaces would also be available at Platt Fields Park, Old Moat Park, and Kingswood Park, located nearby. These arrangements are considered acceptable, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

Contaminated land – Environmental Health indicated that the findings of the submitted Sladen Associates Phase I Assessment Report No: 24 2669 are accepted, however a Phase II assessment and possibly a remediation strategy would also be required to ensure adequate safeguarding against contaminated land. This has been conditioned accordingly.

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.

Environmental Health requested a condition relating to the submission of a demolition and construction management plan, as did Highways Services. However, given that the proposal does not represent a considerably complex scheme and is not sited near sensitive occupiers or users, the details provided within the submitted outline construction & environmental method statement are considered to be sufficient to alleviate concerns relating to working practices, and, therefore, the aforementioned conditions have not been attached as they are considered to be unreasonable in this instance.

An informative note relating to construction and demolition hours has been attached.

Noise – to safeguard the residential amenity of those occupying the proposed flats, a condition requiring the submission of an acoustic insulation scheme has been attached to the consent. This condition seeks to secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance.

Off-site highways works – Highways Services requested a number of off-site highways works be conditioned to any approval, including a replacement vehicle crossover, extension of the double-yellow waiting restriction TROs, and footway resurfacing.

However, given that the proposal would utilise the existing vehicular access point and dropped kerb at this location, it is considered that imposing a condition requiring the funding of these works would be unreasonable and beyond the scope of the proposal.

Conclusion – given the above issues, it is considered that the proposal is acceptable in terms of its principle, siting, scale, and massing, appearance, standard of accommodation provided, and impact upon visual and residential amenity, waste storage, and parking, as it broadly 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 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 problems arising in relation to dealing with the planning application. Minor 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-13804187', stamped as received by the City Council as Local Planning Authority on the 26th February 2025.
'Plans & Elevation as Proposed', numbered '23_039_PL(0)_50 REV B', stamped as received by the City Council as Local Planning Authority on the 26th February 2025.

‘Block & Site Plans as Proposed’, numbered ‘23_039_PL(0)_51 REV C’, stamped as received by the City Council as Local Planning Authority on the 16th April 2025.
‘DESIGN & ACCESS STATEMENT’, stamped as received by the City Council as Local Planning Authority on the 26th February 2025.
‘CONSTRUCTION & ENVIRONMENTAL METHOD STATEMENT’, stamped as received by the City Council as Local Planning Authority on the 26th February 2025.
‘Preliminary Roost Assessment’, stamped as received by the City Council as Local Planning Authority on the 26th February 2025.
‘PHASE 1 GEO-ENVIRONMENTAL REPORT’, stamped as received by the City Council as Local Planning Authority on the 26th February 2025.
‘Transport Statement’, stamped as received by the City Council as Local Planning Authority on the 26th 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) The commercial premises shall not be open outside the following hours:

Monday to Friday: 08:00-18:00
Saturday: 08:00-18:00
Sundays and Bank Holidays: Closed

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

5) Deliveries, servicing and collections, including waste collections, shall not take place outside the following hours:

07:30 to 20:00, Monday to Saturday,
No deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

6) a) Before the development commences, a scheme for acoustically insulating the proposed residential accommodation against noise from Ladybarn Road 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 such as the adjacent supermarket and the nearby Builder’s yard.

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.

c) In the event of any non-conformity with the approved scheme, then any further measures required to be undertaken prior to first occupation of the residential units to ensure compliance with the internal noise criteria shall be carried out. Any required measures shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first occupation of the development.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

7) Before the development commences, 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.

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 policies EN19, SP1 and DM1 of the Manchester Core Strategy.

8) Prior to first use of the development hereby approved, details of the electric vehicle charging points to be installed at the site shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The development shall be carried out in accordance with the approved details and shall be retained and made available for use by users of the office space thereafter.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

9) a) Before commencement of the development hereby approved, 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 the 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 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. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of the development.

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 Core Strategy.

10) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time after development commences, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

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 Core Strategy.

11) Notwithstanding details submitted, prior to first use of the development hereby approved, details of the space and facilities for bicycle parking to be installed at the site shall be submitted to and approved in writing by the City Council as Local Planning Authority.

For the avoidance of doubt, the bicycle parking must be sheltered and secure.

The development shall be carried out in accordance with the approved details and shall be retained and made available for use at all times thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

Informatives

1) 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

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

2) In order to discharge condition 6, the following will be required:

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:

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

Information for Developers guidance documents can be downloaded using the following link: http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

3) In order to discharge condition 7, the following will be required:

Each flat will need a set of bins.
Pulpable waste bins should be provided for each flat.
Commercial and domestic bin storage areas should be separate.

The proforma/ Waste Management Strategy must include the following information:

- Estimated volumes and types of waste produced by the development;
- Details of internal and external stores for both waste and recycling, including any plans and designs;
- Location of the proposed collection point and details of the route the collection vehicle will take;
- Details of how waste will be transferred between stores and to the collection location; and
- Details of number and capacity of bins proposed and collection frequency.

Other details as per ‘Waste Proforma v1.0’ - refer to guidance at:
http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

4) Protected species (which include bats) 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.

5) The applicant should be advised that any requirements for licensing, hoarding, scaffolding, skips and any associated temporary pedestrian/traffic management arrangements, including Section 50, will need discussion and agreement with the council's Highway Network Management teams via Email -highwaylicences@manchester.gov.uk highwaynetworkmanagement@manchester.gov.uk.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Ecology Unit
Rusholme, Fallowfield & Moss Side Civic Society
South East Fallowfield Residents Association
Oliver West (Sustainable Travel)

J CAVANAGH LTD, Fallowfield Timber Co, Ladybarn Road, Manchester, M14 6WW
Flat 1, 42 Ladybarn Road, Manchester, M14 6WW
9A Ladybarn Road, Manchester, M14 6WN
Sainsbury's, 347 Wilmslow Road, Manchester, M14 6SS
7B Ladybarn Road, Manchester, M14 6WN
7A Ladybarn Road, Manchester, M14 6WN
Flat B, 5 Ladybarn Road, Manchester, M14 6WN
3A Ladybarn Road, Manchester, M14 6WN
Flat A, 5 Ladybarn Road, Manchester, M14 6WN
3B Ladybarn Road, Manchester, M14 6WN
9 Ladybarn Road, Manchester, M14 6WN
Bentleys, Harburg House, 11 Ladybarn Road, Manchester, M14 6WN

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) -
Area Team Boundary - Name: SOUTH AREA