

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141292/FO/2024

Date registered valid: 4 November 2024

Proposal: Erection of 2No. three storey dwellinghouses (Class C3) with associated landscaping and parking.

Address: Land to the Rear of 25 Ladybarn Road fronting Moseley Road, Manchester, M14 6NR

Ward(s): Fallowfield Ward

Applicant: Mr J Henry, Airshack Properties Limited

Agent (if any): Mr Jim Seymour, Seymour Planning Limited

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 29 January 2025

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 13 December 2024

Standard consultations:

Printed: 7 November 2024 Expired: 28 November 2024

Neighbour notifications

Printed: 13 November 2024 Expired: 4 December 2024

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: No

Tree Preservation Order: No

Description of area

This application relates to site situated between the rear northern boundary of 25 Ladybarn Lane and the back of pavement boundary with Moseley Road (between 23 Moseley Road and Orchard Court). The site is located close the north-west junction of Ladybarn Lane and Moseley Road. It appears that the application site formerly related to the garden area of 25 Ladybarn Lane. The immediate area is predominantly residential, including purpose built student accommodation. The application property has three storeys with roof space accommodation. The site was the subject of planning application ref: 128939/FO/2020. However, this development was not implemented in accordance with the approved details and this application (ref: 141292/FO/2024) seeks to regularise that implemented development. The immediate setting of the application property (fronting Moseley Road) comprises of a three storey residential property to the east (Orchard Court) and, to the west, a residential terrace of two storey with roof space accommodation (23 A to 23 F Moseley Road). To the south are a terrace of distinctive bay fronted Villa type properties comprising two and three storeys. Neighbouring properties predominantly comprise of red / brown brick with sale or grey tiled roofs. The precedent for development in former garden areas with frontages to Moseley Road was established by the formation of residential development at Orchard Court and 23 A to 23 F Moseley Road. The development appears to be occupied.



Fig.1 – Views of the application site from Moseley Road and Ladybarn Lane

Description of development

The application seeks to regularise changes to the development following the implementation of planning permission ref: 128939/FO/2020. These changes are detailed below:

- i. The extent of the application site with a red edge has been extended and related to the full extent of the rear gardens to the application properties (as shown in Fig.2).



Fig.2 – Site location plan with a red edge relating to ref: 128939/FO/2020 and 141292/FO/2024 respectively

- ii. The height of the ridge line has increased by 0.27 metres above the approved height. The principal roof plane incorporates windows (to each unit). A mix of windows and PV panels are incorporated into the rear roof plane.



Fig.3 – Constructed and previously approved front elevation



Fig.4 – Constructed and previously approved rear elevation

- iii. Within the front and rear elevations previously approved sectional windows have been replaced with sash type windows.
- iv. At ground floor level the front elevation, incorporates a flat roof timber clad porch spanning the shared boundary. Internally, each unit has an open plan living room extends into a kitchen dining area
- v. Side (east and west elevations) – Repositioned and reconfigured shower room window openings have been positioned within the first and second floor to each side elevation. Each ground floor side elevation also incorporates floor to ceiling windows serving the living room areas. The extension has a flat roof and brick elevations to match the main part of the house. The rear elevation incorporates patio doors to each of the units.
- vi. The layout the respective first and second floors have been reconfigured but still comprise of two bedrooms and one bathroom. Former storage space in the attic area has been re-configured to provide each unit with a home office and bathroom. The internal staircase has been reconfigured allowing the formation of a linear hallway.

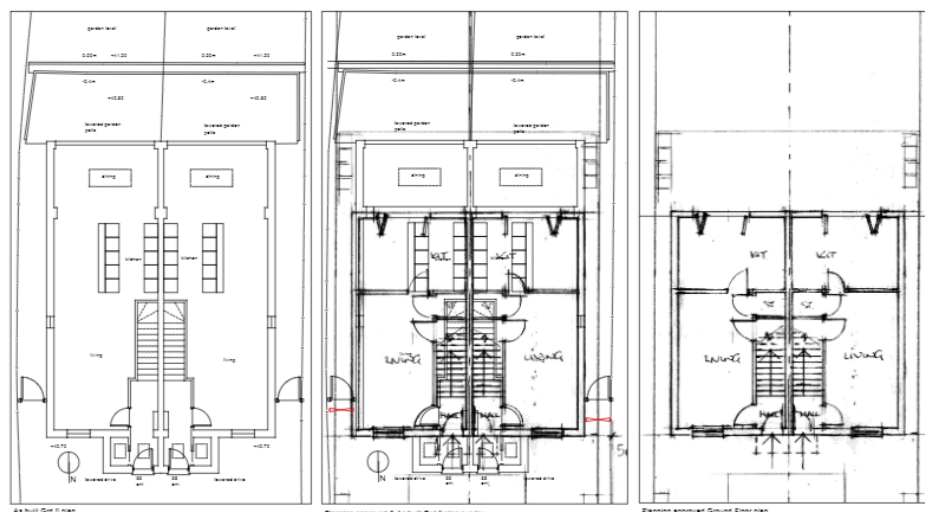


Fig.5 - Constructed and approved ground floor layout

Site History

- i. 128939/FO/2020: Approved - 18.02.2021
Rear Garden Of 25 Ladybarn Road, Fronting Moseley Road , Manchester, M14 6NR
Erection of two no. three storey four bed semi-detached houses
- ii. 116222/FO/2017: Approved - 12.03.2018
Land To Rear Of 25 Ladybarn Road, Between Nos 1 Ladybarn Lane And 23 Moseley Road, Manchester, M14 6NR
Erection of two-storey, seven-bedroom, detached house with associated car parking and landscaping
- iii. CDN/21/0465
Approved and Refused - 06.09.2021
Rear Garden Of 25 Ladybarn Road, Fronting Moseley Road , Manchester, M14 6NR
Discharge of Condition numbers 3 (materials), 4 (contaminated land), 5 (waste management), 7 (boundary treatments), 8 (Acoustic insulation), 9 (EV charging points), 10 (cycle parking), 11

(Landscaping), 12 (Drainage), 13 (Secured by Design) and 14 (Construction Management Plan) from planning approval reference 128939/FO/2020

vi. CDN/23/0293 Approved - 31.01.2024

Rear Garden Of 25 Ladybarn Road, Fronting Moseley Road , Manchester, M14 6NR,
Application to discharge conditions 8 (Acoustics) and 12 (Drainage) attached to planning permission 128939/FO/2020

Consultations & Notification Responses

Local residents – No comments received.

Fallowfield Community Guardians – Maintain that planning permission should not be granted, in this case, as the application seeks to regularise unauthorised works following multiple breaches of conditions relating to the development authorised under application ref: 128939/FO/2020. These breaches include the incorporation of an additional floor of accommodation, which has been facilitated by an increase in the height of the ridge line by 0.27 metres. Further alterations have been to the style, position and proportions of the fenestrations of the external elevations, The composition of the roof planes has been affected by the formation of windows and installation of PV panels.

South East Fallowfield Residents Association – No comments received.

Highway Services – The following comments have been received:

- i. The development relates to two houses and the number of associated trips is expected to be minimal. The development would not, therefore, unduly impact upon highway safety or capacity.
- ii. Given its location the site is accessible by sustainable modes and is served by public transport facilities
- iii. There are 2 car parking spaces located within the site curtilage, thus equating to 100% provision.
- iv. All individual driveway parking spaces should have minimum dimensions of 3 metres x 6 metres to secure a satisfactory relationship to the adopted highway
- v. The design and access statement relating to ref: 128939/FO/2020 and submitted drawings indicated the provision of two parking spaces via two, new vehicular crossings from Moseley Road. It is not apparent that the dropped kerbs are not in place at the site and these arrangements should be delivered through a s.184 agreement.
- v. The applicant should contact that the applicant contacts the Council as local highways authority to secure the appropriate relocation of the bus stop on Moseley Road that may be affected by the siting and operation of the driveways.
- vi. Each unit should be supported with an electrical vehicle (EV) charging point (with a minimum charging capacity of 7kW).
- vii. Each unit should be supported with secure and sheltered cycle parking provision (one space per unit).
- viii. All fencing / railings adjacent to the adopted highway are visually permeable from a height of 600mm above ground to ensure adequate visual permeability for child pedestrians. All gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.
- ix. Bins are to be stored at rear of the application properties, and it is expected that residents will bring the bins to the highway on collection days. This arrangement is appropriate.
- x. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements should be agreed with the Council as local highways authority.

Environmental Health – The following comments have been received.

- i. The applicant has been accompanied with a construction management plan, However, the development appears to be substantial completed. If further construction works are required measures to control noise and dust emission should be demonstrated.
- ii. The development approved as part of planning permission ref: 128939/FO/2020 was related to an approved acoustic report. It was concluded that some form of mechanical ventilation was needed as the windows cannot be open and internal noise levels met. A verification report is required to ensure that appropriate measures have been installed and relevant noise attenuation statement to verify that appropriate noise criteria have been met.
- iii. The installed external mounted equipment, including air source heat pump, should be related to a noise attenuation report.
- iv. It is noted that a remediation strategy was approved in relation to ref: 128939/FO/2020. However, the verification statement has not been discharged. The discharge of the verification report should be related to the new development.

Flood Risk Management Team - On the basis the LPA have contacted us to advise that a pre-commencement condition cannot be attached [due the completion of the development] a drainage condition is not requested.

United Utilities Water PLC – Do not wish to comment but have provided an informative for the applicant.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in December 2024. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. The NPPF states that to achieve this, the following three overarching objectives need to be pursued mutually (as set out in paragraph 8):

- i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.
- ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
- iii. The environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise (paragraph 2). The statutory status of the development plan remains as the starting point for decision making (paragraph 12). The following aspects of the Framework are relevant.

- i. Section 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, a sufficient amount and

variety of land can come forward where it is needed (paragraph 61). It also states that the overall aim should be to meet identified housing need through the delivery of an appropriate mix of housing types for the local community (paragraph 61). It is considered that this objective would be achieved and section 5 thereby accorded with.

ii. Section 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 96). The development has demonstrated that the development would achieve satisfactory natural surveillance and appropriate boundary treatments can be delivered through condition. The development would thereby accord with section 8.

iii. Section 9: Promoting sustainable transport - States that in assessing specific applications for development (paragraph 115) it should be ensured that:

- Sustainable transport modes are prioritised and related to the characteristics of the site, type of proposed development and its location;
- Safe and suitable access to the site can be achieved for all users;
- Any significant impacts from the development on the transport network (in terms of capacity and congestion, or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 116 also states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The development would be supported with off-site car parking and cycle storage and its delivery would be secured by condition. The site is in a sustainable location benefitting from access to the local bus network and proximity to a local centre. Issues relating to potential requirement for off-site highways works would be addressed by condition. The development has the capability to would thereby accord with section 9.

iv. Section 11: Making effective use of land - States that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions (paragraph 124). The use of previously developed or 'brownfield' sites is encouraged (paragraphs 124 and 125). The proposal has the capability of contributing to the supply of local housing and, on balance, represents an effective use of land. Section 11 has thereby been responded to appropriately.

v. Section 12: Achieving well-designed places - States that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (paragraph 131). It also states that new development should function well and add to the overall quality of the area. It should be visually attractive as a result of good architecture, layout and landscaping. Although new development should be sympathetic to local character, innovative design should not be discouraged. New development should also establish or maintain a strong sense of place and environments that are safe, inclusive and accessible and promote health, well-being and amenity (paragraph 135). On balance, it is considered that the development would achieve an appropriately designed houses with of proportionate scale and massing and a satisfactory relationship to the surrounding context. The development would not unduly harm the amenities of the area and section 12 would thereby be accorded with.

vi. Section 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should:

- a. Avoid increased vulnerability to the range of impacts arising from climate change;
- b. Help to reduce greenhouse gas emissions, such as through its location, orientation and design (paragraph 164).

It is considered that sustainable drainage could be potentially delivered along with design that would deliver satisfactory carbon emissions.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

- i. Consultation and pre-decision matters
- ii. Design
- iii. Flood Risk Planning and Flood Risk
- iv. Health and well-being
- v. Air quality
- vi. Land affected by contamination
- vii. Noise

The require consultation has been undertaken. It is considered that the development would relate satisfactorily related points (ii) and (iv) as suitable quality of design would be achieve and potential harm to residential amenity could be managed by condition. Similarly, issues relating to drainage, air quality, land conditions and noise can also be addressed by condition. It is therefore considered that the above points would be appropriately responded to.

Places for Everyone - The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'. The nine constituent local authorities will now consider the Inspectors' Report and the adoption of Places for Everyone. The first Council meetings to approve the plan will be Salford and Wigan (28 February). The plan was considered at the Full Council meeting in Manchester on 20 March 2024 and was subsequently approved on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The plan and its policies must therefore be given full weight in the planning balance. The following policies are relevant:

Policy JP-P1 - Sustainable places - Discusses amongst other things, the ned to ensure that development responds to the needs of all parts of society and promotes a sense of community. In this case, it is considered that the development positively contributes to the supply of local housing and is cohesively related to the character of the area. Policy JP-P1 has thereby been positively responded to.

Policy JP-P6 (Health) - States that development should maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development. The principle of the development was established through planning permission ref: 128939/FO/2020. The assessment of the new application has focused upon the impact of the

implemented changes on the surrounding area, including relationships with neighbouring houses. On balance, it is considered (given the arrangement of neighbouring housing) the siting of the houses is satisfactory subject to conditions outlined in this report. Policy JP-P6 has therefore been appropriately responded to.

Policy JP-S1 (Sustainable development) – States that in response to climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts and utilise sustainable construction techniques. In this case the development has delivered the effective use of land and provided housing would facilitate residents' economic and social participation. The potential adverse impacts associated with the development can be addressed through conditions and the implementation of the development in accordance with contemporary construction techniques (as defined by Building Regulations). Policy JP-S1 has therefore also been appropriately responded to.

Policy JP-S4 - Flood risk and the water environment - States that in locating and designing development to minimise the impacts of current and future flood risk. The site is in flood zone 1 and drainage requirements were assessed through discharge of condition relating to planning permission ref: 128939/FO/2020. The development is therefore capable of complying with policy JP-S4.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.' The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

On balance, the development continues to be related to the context and character of the area. of a brownfield site and thereby represents an appropriate re-use land in a residential area. The operation of the development can be delivered through the attached conditions. The development would thereby accord with policy DM1 due to the resulting harm to amenity.

Policy EN1 (Design Principles and Strategic Character Areas) - States that opportunities for good design to enhance the overall image of the City should be fully realised to reinforce and enhance the local character and context of the development site. In this case, it is considered that the composition of the development would be appropriately related to the massing and scale of development to the local area. Policy EN1 would be accorded with.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - Has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency.

Policy EN 8 (Adaptation to Climate Change) - States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. The development has been related to 'fabric-led' design approach, which seeks to exceed the current requirements of building regulations.

Proportionate measures to reduce carbon emissions have been proposed to secure compliance with policies EN4 and EN8.

Policy EN 14 (Flood Risk) - States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. A condition has been included to ensure that previously approved details have been implemented and related to the new development.

Policy EN15 (Biodiversity and Geological Conservation) – States that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. Proportionate mitigation measures were not previously conditioned and the introduction of a requirement for a substantially completed development would be unreasonable. However, a landscaping scheme has been conditioned

Policy EN 16 (Air Quality) – Requires improvements to air quality that are sought as part the consideration of development. Given the magnitude of the development, it is not apparent impacts on air quality would be significant. The level of related traffic movement would be limited and impact reduced through the provision of EV charging points and opportunities for the adoption of more sustainable transport modes. Policy EN16 would thereby be responded to positively.

Policy EN18 (Contaminated Land and Ground Stability) - States that any proposal for development of contaminated land must be accompanied by a health risk assessment. The previously approved development was related to a contaminated landed remediation strategy. A condition has been including to ensure that these details are re-submitted and thereby related to the new development The required submission would also secure the delivery of a report verifying the implementation of approved remediation works. Policy EN18 is therefore capable of being accorded with.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

The site has the capacity to accommodate appropriate bins storage. A condition has been included relating the development to the submitted waste storage arrangements to secure compliance with policy EN19.

Policy H1 (Overall Housing Provision) - Relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027 and sets out the criteria for assessing new provision.

Policy H 6 (South Manchester) – States that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. It also states that outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people.

The development positively contributes to these objectives.

Policy T1 (Sustainable transport) – Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would be supported with satisfactory car parking provision and arrangements for cycle storage. The site is in a sustainable location with access to local bus routes. The development would thereby respond positively to policy T1.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development and its relationship to the character of the surrounding area;
- c. Effects on amenity;
- d. The accessibility to buildings and neighbourhoods, in relation to inclusive access and sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

It is considered that the development has been related to a suitable design, which would relate appropriately to the surrounding context with an acceptable impact on residential amenity. The operational requirements of the development have been assessed and are capable of being managed through conditions. Satisfactory inclusive access is capable of being delivered. On balance, the development has been suitably related policy DM1.

Unitary Development Plan (saved UDP) Policies -The following Unitary Development Plan saved policies are relevant to the assessment of the development:

Part 2

Policy DC7 (New Housing Development) - States that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. Policy DC7 also requires that a satisfactory quality of development is achieved. On order to accord with policy DC7 a condition has been included requiring the submission of details relating to the delivery of satisfactory inclusive access.

Policy DC26 (Development and noise) - The following elements of policy DC26 are relevant:

Policy DC26.1 has been related to the proposals contribution to the local noise environment and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

The development has been previously related to an acoustic report. The approved details have not been fully submitted or related to amendments to the development. Whilst there is confidence that the amendment details would secure appropriate acoustic attenuation, to ensure that the development has been appropriately implemented and comprehensive noise insulation condition has been included.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live. It also seeks to raise the quality of life across Manchester. The guidance is relevant to all stages of the development process, including construction and operational management. The proposed development would meet the relevant space criteria as set out in the guidance. The quality of the design and layout of the development and quality of design would positively contribute to the character of the local area, encourage sustained long-term occupation and thereby secure compliance with the MRQG. The development would exceed the space criteria for a four bedroom, six person dwellinghouse over three storeys. The quality of the elevation design and magnitude and composition of proposed built form would not be satisfactorily related to the MRQG.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, 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.

Principle of the development –The principle of the development has been formerly approved through planning permission ref: 128939/FO/2020. The assessment of the development has therefore been related to the impact of implemented amendment to the development and the resulting relationship to the locality. Although the indicated garden area has been extended, the boundary line to 25 Ladybarn Road has been historically established. It is not considered that the implemented development has significantly affected the previous assessed relationship to neighbouring housing. On balance, the composition of the development is acceptable, and the constructed houses contribute to local housing supply. Any potential harm to amenity, associated with the development, can be addressed through the conditions discussed below.

Conditions - Due to changes to the extent of the application site and extent of implemented changes, it has been necessary to deal with revised development as a new planning application. However, it will be necessary to link details previously approved as part of discharge requests relating to the new development.

The following conditions have previously been discharged in relation to planning permission ref: 128939/FO/2020, i.e., Conditions : 3 (materials), 4 (contaminated land), 5 (waste management), 7 (boundary treatments), 8 (Acoustic insulation), 9 (EV charging points), 10 (cycle parking), 11 (Landscaping), 12 (Drainage), 13 (Secured by Design) and 14 (Construction Management Plan)

However, supporting documents relating these conditions have either been omitted from the submission or partially submitted. The applicant's agent has been advised of the necessity to re-attach conditions to ensure that related requirements are appropriately fulfilled. The discharge of conditions is achievable based on the previously submitted details and any required supplementary details related to amendments to the development.

Siting - The authorised development present three storeys of built form adjacent to the shared boundary with houses at 23e and 23f Moseley Road with a projection of 4.7 metres beyond the rear boundary lines of these properties. Given this relationship (and the screening afforded by the two storey element of the adjacent house), the development has not unduly impacted upon the amenity of residents occupying houses to the west of the site. Given the orientation of Orchard Court, it is not considered that the formation of a single storey extension would have a harmful impact on residential amenity. The discussed relationship between built form is illustrated at Fig.6.

Fig.6 – Aerial viiews of the application site

The introduction of a single storey extension has affected the relationship to the nearest house to the south of the site. However, 13 metres would be maintained between the respective rear elevations and screening to rear windows would be afforded by the retention of fencing along the southern boundary. Changes to size and siting of the front porch extension has not affected the delivery of on-site car parking or adversely affected the relationship of the development to the streetscene.

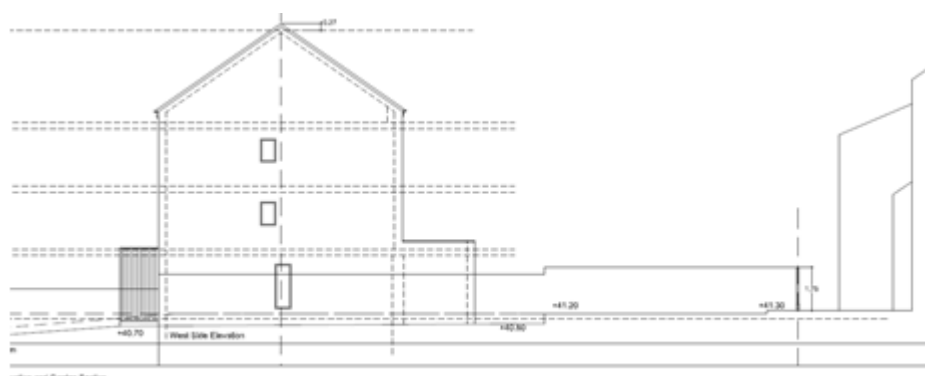


Fig.7 – Siting of the development

The extent of the application site has been related to an extended rear garden area (in comparison to the garden area considered under application ref:128939/FO/2020). However, in reviewing the details submitted details relation to ref: 128939/FO/2020, it is noted that fencing along the southern boundary would follow an existing alignment that has been historically

established. The relationship between the discussed boundary fencing and rear window to 25 Ladybarn Road would not change. On balance, the siting of the development continues to be acceptable.

Scale and massing – The marginal increase in the height of the main ridge line is acceptable (within a streetscene characterised by varied building heights). The scale and massing accords with the previous approval and satisfactory articulation within the elevations would be achieved through the arrangement of window openings.

Design and impact on the streetscene – The increase in the height of the houses has not appreciably changed the appearance of the development or affected their relationship to the streetscene. Similarly, there has not been a departure from the character of the development resulting from changes to the appearance of the front porches and /or the introduction of a rear single storey extensions. Notwithstanding the incorporation of flat roofs to these additions, their relationship to the main parts of the respective houses is acceptable. The introduction of timber to the elevations of the porch provides a suitable contrast to the solidity of the principal brick elevations. The revised arrangement of windows is appropriate. The implemented materials are also appropriate. However, for completeness a condition has been included to ensure the approval of material specifications.

Boundary treatment – The established position of fencing along the northern boundary has led to the formation of a shallow garden areas to the rear of neighbouring property at 25 Ladybarn Road. To secure the appropriate demarcation of the respective application properties (and public and private realm), a condition has been included requiring the approval of the siting and appearance of all walls, fencing and gates forming part of the development. This condition is required to safeguard residential amenity and appropriately secure the site.

Inclusive access – Satisfactory level access can be achieved to the principal entrances (of the respective houses) upon completion of the layout of the front garden areas, including related pathways. A condition has been included to ensure confirmation of implemented measures to deliver inclusive access via the front and rear doorways and within the respective houses.

Residential amenity – The development has an extended garden area, utilising space formally related to 25 Ladybarn Road. The application forms indicate that this land is in the ownership of the applicant and no longer relates to the neighbouring property. Notwithstanding the above neighbouring rear gardens are characterised by shared car parking areas and amenity space of varying sizes. It is considered that the formation of boundary treatment and changing levels with the rear garden would offset the impact of introducing and single storey rear extension with patio doors. On balance, it is not considered that the new development would significantly affect the previously accepted relationship to the surrounding text in terms of its siting and appearance. In addition to the upper floor bathroom in each of the side elevations, ground level floor to ceiling windows have been introduced (to the side elevations). To maintain privacy and residential amenity, a condition is included to ensure that all of these (side elevation) windows are obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or equivalent and so maintained thereafter.

Residential space criteria - The development would exceed the space criteria for a four bedroom, six person dwellinghouse over three storeys as specified in the MRQG. A condition would maintain the properties as single occupancy households.

Crime and security – The development has been previously assessed and confirmation received that suitable Secured by Design accreditation could be achieved. However, as these details have not been related to the revised development, it has been necessary to include a related condition. The development continues to secure appropriate natural surveillance, and

the approval of boundary details would secure further safeguards. On balance, satisfactory security measures are capable of being delivered.

Reducing carbon emissions and sustainable design – The original development was not related to an environmental standards statement. The limited changes to the implemented development would not facilitate the submission of such details. The implementation of the development, in accordance with building regulations, would secure an appropriate reduction in carbon emissions. Further benefits would be delivered through the provision of EV charging points and cycle storage. Air source heat pumps have been installed and the submission of their h specifications and siting for approval as part of the development have been conditioned.

Car parking and highways issues – The development has been previously assessed and considered to be appropriate subject to the undertaking of off-site highways works. Conditions have been included to ensure that:

- i. The configuration of car parking is related to the revised layout of the front garden area;
- ii. Off-site Highways works are implemented;
- iii. EV charging points (with and appropriate charging capacity) are implemented in positions reflecting revised front garden layout;
- iv. Cycle storage provided.

Subject to the above measures, the operation of the development would not unduly impact upon the local highway network.

Cycle storage – Was approved in relation to the original garden layout. A condition has been included to ensure that cycle storage is undertaken in secure and sheltered enclosure and related to the revised garden layout.

Off-site highway works – A condition has included to ensure that the of development is related to the appropriates implementation of off-site highway works, including the provision of dropped kerbs and the appropriate relocation of the adjacent bus stop (on Moseley Road). This condition is necessary to ensure the delivery of appropriate car parking and in the interests of pedestrian and highway safety.

Construction Management Plan (CMP) – Apart from the setting out of garden areas and erection of boundary treatments, the development has been substantially completed. It is considered that these works can be undertaken with a condition requiring the submission of a further construction management condition.

Waste management - A condition has been included relating the development to the submitted waste storage arrangements.

Noise – The submission has been related to the previously approved acoustic attenuation scheme. However, as the submission does not include all previously approved details, it has been necessary to re-attach a noise condition that takes into consideration traffic noise and the operation of installed air source heat pumps. Satisfactory acoustic attenuation is capable of being delivered as part of the development.

Land conditions – Potential land conditions have been assessed and a remediation strategy approved in relation to planning permission ref: 128939/FO/2020 (and DOC request CDN/21/0465). However, these approved details have not been submitted as part of application ref: 141292/FO/2024. To ensure that land conditions are appropriately assessed and remediated, a comprehensive land contamination condition has been attached.

Flood risk and site drainage - The application site is located within Flood Zone 1 and has low risk of flooding. Whilst previous drainage details have been submitted and approved, the details submitted with application ref: 141292/FO/2024 are incomplete and the necessary certainty that the development has been related to the approved drainage scheme has not been provided. Furthermore, the planning permission granted under ref: 128939/FO/2020 was issued in 2021. In the intervening period, it is usual for the drainage condition to include details of a maintenance and management plan with an identified responsible party. This requirement is included as part of the attached drainage condition.

Ecology – The previous development did not include a condition requiring bio-diversity enhancement. Given the limited changes to the development, it is not considered that the introduction of such provision would be appropriate.

Tree removal and landscaping – To facilitate the implementation of the development trees and planting within the site have been removed from the site. A condition has been included to ensure the deliver of appropriate landscaping within the site.

Conclusion – On balance, the siting of the proposed development would be appropriately related to the constraints of the application site and its surrounding context.

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. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

1) The development hereby approved shall be carried out in accordance with the following drawings and documents received by the City Council as local planning authority on 18 October 2024:

Planning application forms

As built elevations

66 & 68 Moseley Road Fallowfield Ref: 169-SK-ELE1
66 & 68 Moseley Road Fallowfield Ref: 169-SK-ELE2
66 & 68 Moseley Road Fallowfield Ref: 169-SK-ELE3
66 & 68 Moseley Road Fallowfield Ref: 169-SK-ELE4
66 & 68 Moseley Road Fallowfield Ref: 169-SK-SEC1

As built layout drawings

66 & 68 Moseley Road Fallowfield Ref: 169-SK-GA1
66 & 68 Moseley Road Fallowfield Ref: 169-SK-GA2
66 & 68 Moseley Road Fallowfield Ref: 169-SK-GA3
66 & 68 Moseley Road Fallowfield Ref: 169-SK-GA4

As built and previously approved layout

66 & 68 Moseley Road Fallowfield Ref: 169-SK-GA1(2)
66 & 68 Moseley Road Fallowfield Ref: 169-SK-GA2(2)
66 & 68 Moseley Road Fallowfield Ref: 169-SK-GA3(2)
66 & 68 Moseley Road Fallowfield Ref: 169-SK-GA4(2)

66 & 68 Moseley Road Fallowfield Ref: 169-SK-GL1(2) (Location Plan)
66 & 68 Moseley Road Fallowfield Ref: 169-SK-GL1 (Site layout drawing)
66 & 68 Moseley Road Fallowfield Ref: 169-SK-GL1(2)

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

2) Within 3 months of the planning permission hereby a scheme shall be submitted to and approved in writing by the City Council as local planning authority confirming the specifications of all materials used in the construction of the elevations comprising the development hereby approved. The development shall be maintained in accordance with the approved materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy for the City of Manchester.

3) a. Within 3 months of the planning permission hereby granted, 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. Within 3 months of the planning permission hereby granted, 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 for the City of Manchester.

4) The development shall be maintained in accordance with the arrangements for the segregated storage of waste and recycling bins as detailed on drawings referenced: 66 & 68 Moseley Road Fallowfield Ref: 169-SK-GL1-Rev A and waste management proforma dated September 2023.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, DM1 and EN19 of the Core Strategy for the City of Manchester and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

5) Within 3 months of the planning permission hereby granted a scheme shall be submitted to and approved in writing by the City Council as local planning authority confirming the provision of obscure glazing to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent in relation to the ground floor living room and first and second floor bathroom windows in the side (west and east) elevations of respective houses. The approved details shall be implemented to a timescale to be approved by the City Council as local planning authority and maintained in situ thereafter.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

6) Within 3 months of the date of the date of the planning permission hereby granted, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the siting and appearance of all walls, fencing and gates defining the boundaries of the houses forming part of the development. The approved schemes shall be implemented to a timescale to be approved by the City Council as local planning authority and maintained in situ thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area and for highway and pedestrian safety within the locality pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

7) Within 3 months of the date of the date of the planning permission hereby granted, a scheme for acoustically insulating the residential dwellings against noise from Moseley Road and any externally mounted equipment forming part of the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved schemes shall be implemented to a timescale to be approved by the City Council as local planning authority and maintained in situ thereafter.

Reason - To secure a reduction in noise from the adjacent highway network or other noise sources to protect future residents from noise disturbance pursuant to policy DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

8) Within 3 months of the date of the date of the planning permission hereby granted, a scheme shall be submitted to and approved in writing by the City Council as local planning authority confirming the specification of the electric vehicle (EV) charging points. The EV charging points shall achieve a minimum charging specification of 7kw/H and be installed in accordance with positions shown on the approved drawings, to a timescale agreed with the City Council as local planning authority and maintained in situ thereafter.

Reason - In the interests of residential amenity and to contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

9) Within 3 months of the date of the date of the planning permission hereby granted, a scheme detailing the siting and appearance of secure cycle parking provision of the authorised houses, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented to a timescale agreed with the City Council as local planning authority and maintained in situ thereafter.

Reason - In the interests of residential amenity and to protect the occupiers of nearby properties in accordance with policy SP1, T1 and DM1 of the adopted Core Strategy for the City of Manchester and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

10) Within 3 months of the planning permission hereby granted, a detailed hard and soft landscaping scheme shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall indicate the size, species and spacing of planting and if within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of

the same species and size as that originally planted shall be planted at the same place. The approved scheme shall be fully implemented in accordance with the approved details and to a timescale agreed with the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area in accordance with policies SP1, EN15 and DM1 of the Core Strategy for the City of Manchester and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

11) Within 3 months of the planning permission hereby granted, a drawing detailing the arrangement of respective front gardens of the authorised houses shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the arrangement and surfacing of car parking spaces and pedestrian routes. The approved details shall be implemented to a timescale approved by the City Council as local planning authority and maintained in situ thereafter.

Reason - In the interest of pedestrian and highway safety and to ensure the provision of appropriate car parking pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

12) Within 3 months of the planning permission hereby granted, full details and specifications of all off-site highways works, including the provision of dropped kerbs, footpath reinstatement and bus stop relocation relating to Moseley Road, shall be submitted to and approved in writing by the City Council as local planning authority. The required works shall be fully implemented to a timescale agreed with the Council as local planning authority and maintained in situ thereafter.

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

13) Within 3 months of the planning permission hereby granted, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing the arrangement of inclusive access to the ground floor of the respective houses, including the provision of level threshold to the front entrances and rear patio doors to the rear. The approved works shall be fully implemented to a timescale agreed with the Council as local planning authority and maintained in situ thereafter.

Reason – In the interests of residential amenity and to secure inclusive access, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

14) Within 3 months of the planning permission hereby granted, a surface water drainage layout scheme for the development site shall be submitted for approval in writing by the City Council, as local planning authority. This shall include the following:

- Evidence of connection approval in principle.
- Maintenance and management plan.

Confirmation that the development has been implemented in accordance with the approved scheme shall be submitted to and approved in writing by the City Council as local planning authority to an agreed timescale.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN14 &

EN17 of the Core Strategy for the City of Manchester and policies JP-P6, JP-S1 and JP-S4 of Sustainable Development Joint Development Plan Document - Places for Everyone.

15) Within 3 months of the planning permission hereby granted, a scheme submitted to and approved in writing by the City Council as local planning authority, detailing measures incorporated into the development in accordance with the requirements for Secured by Design accreditation. The development shall only be carried out in accordance with these approved details. The scheme shall include written confirmation that appropriate secured by design accreditation has been achieved.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and to reflect the guidance contained in the National Planning Policy Framework and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

16) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential units shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

17) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches or outbuildings shall be erected other than those expressly authorised by this permission.

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

Informative

1) Guidance for developers can be found via the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) Any work relating to the installation of a dropped kerb or footpath reinstatement should be undertaken through a S184 agreement submitted to the Council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

3) The developer should liaise with Transport for Greater Manchester bus stop team to discuss access arrangements including potential re-location of the bus stop at the point of access on Moseley Road. Any costs will be fully met by the developer.

4) 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).

5) MCC records highlight that the underground Fallowfield Brook is located within close proximity to the site (approximately 6.5 m to the North of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and Manchester City Council LLFA to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:

<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage>.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
United Utilities Water PLC
South East Fallowfield Residents Association

Cavendish House, Woolton Hall, Whitworth Lane, Manchester, M14 6WS
Morley House, Woolton Hall, Whitworth Lane, Manchester, M14 6WS
Lindsay House, Woolton Hall, Whitworth Lane, Manchester, M14 6WS
Flat 3, Orchard Court, Ladybarn Lane, Manchester, M14 6NX
Flat 7, 25 Ladybarn Road, Manchester, M14 6WN
Flat 4, 23 Ladybarn Road, Manchester, M14 6WN
23E Ladybarn Road, Manchester, M14 6WN
23D Ladybarn Road, Manchester, M14 6WN
Flat 4 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 17 Engles Court, Chancellors Court, Moseley Road, Manchester, M14 6ZY
27 Ladybarn Road, Manchester, M14 6WN
Basement Flat, 27 Ladybarn Road, Manchester, M14 6WN
23F Ladybarn Road, Manchester, M14 6WN
Flat 3, 23 Ladybarn Road, Manchester, M14 6WN
Flat 5 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 7 Newton House, Chancellors Court, Moseley Road, Manchester, M14 6ZX
Flat 9 Newton House, Chancellors Court, Moseley Road, Manchester, M14 6ZX
Flat 4, 21 Ladybarn Road, Manchester, M14 6WN
Flat 1, 21 Ladybarn Road, Manchester, M14 6WN
Flat 1 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 7, Orchard Court, Ladybarn Lane, Manchester, M14 6NX
Flat 2, 23 Ladybarn Road, Manchester, M14 6WN
Flat 10 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 6, Orchard Court, Ladybarn Lane, Manchester, M14 6NX
Flat 4, 25 Ladybarn Road, Manchester, M14 6WN
Flat 2, 25 Ladybarn Road, Manchester, M14 6WN
66 Moseley Road, Manchester, M14 6NR

Flat 5, 23 Ladybarn Road, Manchester, M14 6WN
23C Ladybarn Road, Manchester, M14 6WN
Flat 14 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 8 Newton House, Chancellors Court, Moseley Road, Manchester, M14 6ZX
Flat 2, Orchard Court, Ladybarn Lane, Manchester, M14 6NX
Flat 2 Newton House, Chancellors Court, Moseley Road, Manchester, M14 6ZX
Flat 8, 25 Ladybarn Road, Manchester, M14 6WN
Flat 3 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 1, Orchard Court, Ladybarn Lane, Manchester, M14 6NX
23A Ladybarn Road, Manchester, M14 6WN
Flat 6 Newton House, Chancellors Court, Moseley Road, Manchester, M14 6ZX
Flat 12 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
68 Moseley Road, Manchester, M14 6NR
Flat 5, 25 Ladybarn Road, Manchester, M14 6WN
Flat 3, 21 Ladybarn Road, Manchester, M14 6WN
23B Ladybarn Road, Manchester, M14 6WN
Flat 13 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 2 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 6 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 5, Orchard Court, Ladybarn Lane, Manchester, M14 6NX
Flat 3, 25 Ladybarn Road, Manchester, M14 6WN
Flat 1, 25 Ladybarn Road, Manchester, M14 6WN
Flat 8 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 5 Newton House, Chancellors Court, Moseley Road, Manchester, M14 6ZX
Flat 2, 21 Ladybarn Road, Manchester, M14 6WN
Flat 5, 21 Ladybarn Road, Manchester, M14 6WN
Attic Flat, 27 Ladybarn Road, Manchester, M14 6WN
Flat 4, Orchard Court, Ladybarn Lane, Manchester, M14 6NX
Orchard Court, Ladybarn Lane, Manchester, M14 6NX
Flat 8, Orchard Court, Ladybarn Lane, Manchester, M14 6NX
Flat 1, 23 Ladybarn Road, Manchester, M14 6WN
Flat 11 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 1 Newton House, Chancellors Court, Moseley Road, Manchester, M14 6ZX
Flat 3 Newton House, Chancellors Court, Moseley Road, Manchester, M14 6ZX
Flat 4 Newton House, Chancellors Court, Moseley Road, Manchester, M14 6ZX
Flat 7 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 6, 25 Ladybarn Road, Manchester, M14 6WN
Flat 16 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 9 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY
Flat 15 Engles House, Chancellors Court, Moseley Road, Manchester, M14 6ZY

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Area Team Boundary - Name: SOUTH AREA