



MANCHESTER
CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140061/FO/2024

Date registered valid: 3 September 2024

Proposal: Erection of single storey building to form 5 garages associated with adjoining flats.

Address: 2 Ladybarn Crescent, Manchester, M14 6UU

Ward(s): Withington Ward

Applicant: A.J.Estates A.J.Estates

Agent (if any): Mr Barry Bradley Bradley Building Design Ltd

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

Recommendation: Approve

Date of recommendation: 22.10.2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 11/09/2024

Standard consultations:

Printed: 6 September 2024 Expired: 27 September 2024

Neighbour notifications

Printed: 6 September 2024 Expired: 27 September 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

The proposal is related to a large, detached building of converted flat dwellings. The property is surrounded by non-landscaped vegetation with 2no. front entrances with hardstanding to the front.

Listed building: Not applicable

Conservation area: Not applicable

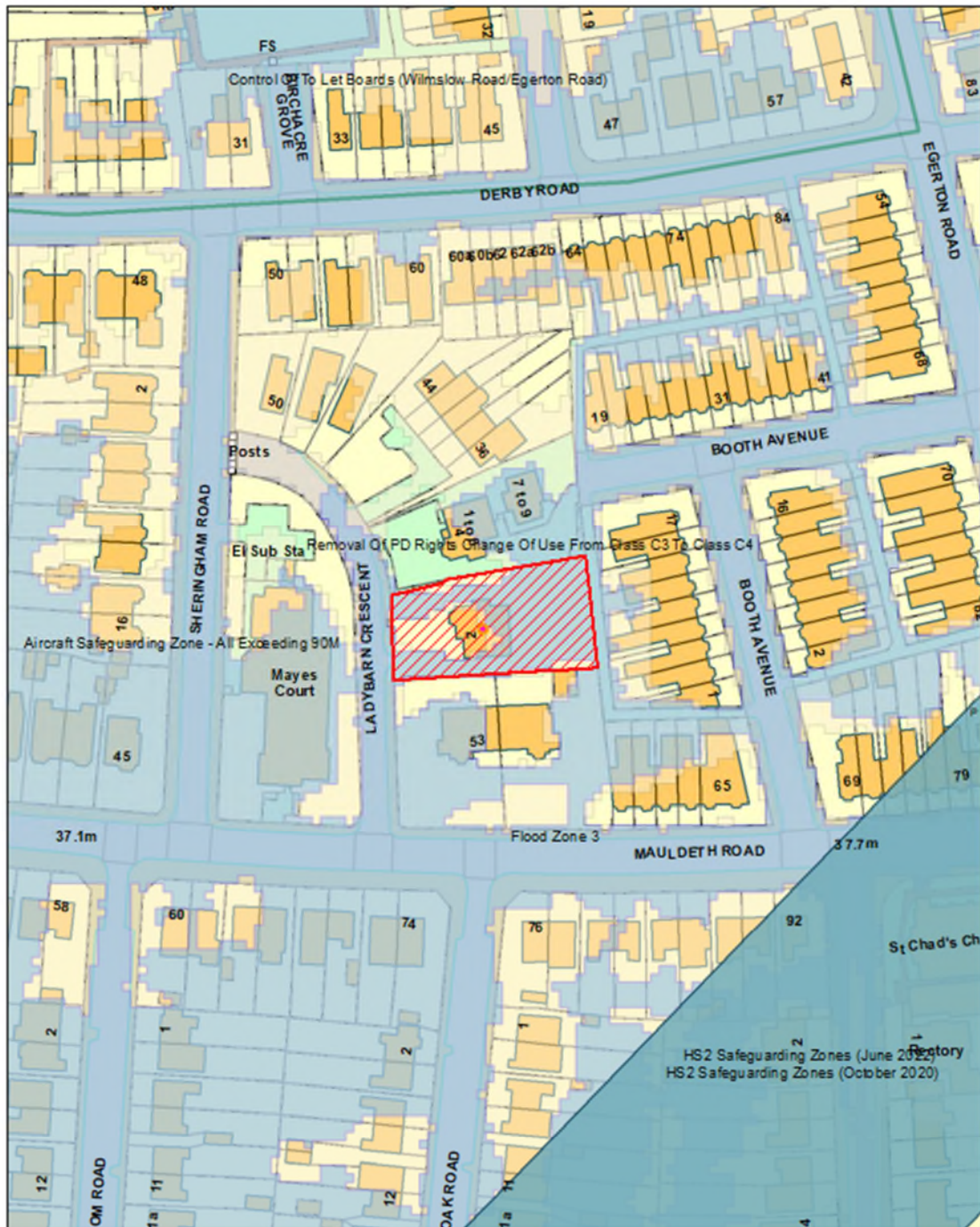
Tree Preservation Order: Not applicable



Figure 1. Street scene

Description of area

The site is located in a mostly residential part of the Withington ward of Manchester. The site sits within Flood Zone 3.



© Crown copyright and database rights 2024. Ordnance Survey 100019568

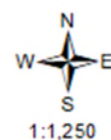


Figure 2. Location plan

Manchester City Council Environmental Health

Manchester City Council Environmental Health were consulted on this application and had no objection to the proposed development recommending a condition on construction hours (added as an informative)

Manchester City Council Flood Risk Management

Manchester City Council Flood Risk Management were consulted on this application as the site sits within Flood Zone 3. After reviewing the submitted documents they accepted that it is not feasible to raise FFL for this proposal (garage) therefore the standing advice requires resistance resilience measures needed to be incorporated. They recommended a pre-commencement condition be attached to the decision if approved. The applicant provided an updated FRA however the submission does not yet address the resistance resilience measures so a condition has been attached to address.

Greater Manchester Police

GMP were consulted on this application and recommended the development should be completed to the Secure by Design standards and consideration should be made to lighting fitted to the front elevation with dusk till dawn sensors.

The Environment Agency

In accordance with the Flood Risk Assessment Guidance for Local Planning Authorities: The LPA should assess the FRA under the Standing Advice because the EA do not need to be consulted on minor development. The EA were consulted on this application out of an abundance of caution. The EA objected to the proposal requiring further information to be included within the Flood Risk Assessment (Flood storage compensation). This will be covered as part of MCC Flood Risk Managements condition.

Greater Manchester Ecology Unit

GMEU were consulted on this application as the proposal qualified for Biodiversity Net Gain Small Site. A BNG report has been submitted with this application (Envance, 06/2024), which indicates that the baseline value of the site is 0.08 habitat units. The post development calculation indicated that a net gain of +0.01 units (14.46%) can be achieved. The submitted information appears to be a reasonable reflection of the baseline and post development habitats and the LPA can be reasonably confident that a 10% net gain could be provided, and that the post development Biodiversity Gain Condition (BGC) can be discharged.

Cadent Gas

Cadent Gas were notified of the proposal through the LinesearchbeforeUdig (LSBUD) platform as the proposal is in close proximity to their medium and low-pressure assets. They have no objection to the proposal from a planning perspective and recommended an informative be attached to the decision if approved.

Notifications

Local Residents

As stated in Appendix 1, people who live near the area were told about the proposal.

No one commented, objected, or gave their opinion on this application.

Relevant policies & the principle of development

After careful consideration, it is concluded that the proposal is acceptable and aligns with the following policies.

- [The Manchester Core Strategy Development Plan Document 2012-2027](#)
 - o Development Management and Planning Obligations
 - DM 1 - Development Management
 - o Objective 1 - Spatial Principles
 - SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1)
 - o Objective 6 Environment
 - EN 1 - Design Principles and Strategic Character Areas
 - EN 9 – Green Infrastructure
 - EN 14 – Flood Risk (partially replaced by PfE Policy JP-S 4)
- [Extant Unitary Development Plan \(UDP\) -](#)
 - o DC26 - Development and Noise
- [Places for Everyone Plan Joint Development Plan Document 2022-2039-](#)
 - o Strategy
 - JP-Strat9: Southern Areas
 - o Sustainable and Resilient Places
 - JP-S1: Sustainable Development
 - JP-S4: Flood Risk and the Water Environment
 - o Greener Places
 - JP-G6: Urban Green Space
 - JP-G8: A Net Enhancement of Biodiversity and Geodiversity
 - o Places for People
 - JP-P1 Sustainable Places
- [The National Planning Policy Framework \(The NPPF\) –](#)
 - o Section 2 - Achieving sustainable development
 - o Section 4 – Decision-making
 - o Section 11 – Making effective use of land
 - o Section 12 – Achieving well-designed places
 - o Section 14 - Meeting the challenge of climate change, flooding and coastal change
 - o Section 15 - Conserving and enhancing the natural environment

The Manchester Core Strategy Development Plan (2012-2027)

We have assessed the proposal against the following policies of the Core Strategy.

Development Management and Planning Obligations

DM 1 – Development Management

New developments must adhere to the 'Development Principles' and design guidance in the Supplementary Planning Documents.

We have assessed the proposal against the following issues.

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

The new addition is designed to match the style and features of the existing building.

The proposal uses brick and tile to match the existing property (according to the application form). New materials, such as the metal roller doors are what to be is expected of a roller shutter and appropriate for the area.

The proposal is designed to be subservient to the original property being entirely at ground level and to the rear of the main building.

The proposal sits close to the rear boundary near the rear of properties on Booth Avenue. Given the low scale nature and alley separation the proposal would have minimal massing effects on these properties.

Officers consider the new development to be acceptable in its siting, layout, scale, form, massing, materials, and detail.

Impact on the surrounding areas in terms of the design, scale, and appearance of the proposed development. Development should have regard to the character of the surrounding area.

The proposal cannot be seen from the street, so it does not change the street's character.

The proposed location is already used for informal car parking (as seen on site visit) and is of little aesthetic value to the local area. The proposal twinned with a landscaping plan (conditioned) and Biodiversity net gain (conditioned) would be to the betterment of the local area and provide much need landscaping to the curtilage of the main building.

It is noted that when the building was approved for conversion, 1983, a rear garage for 5no vehicles was proposed however it appears this was never built.

The proposed development won't significantly change the area's character, so its appearance is acceptable.

In general, the proposed development has little impact on the surrounding areas. The design, scale, and appearance are all in line with the development management principle.

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

The proposal includes adds a window and doors to the front elevation. These doors face back into the main building however given the use there is limited overlooking and privacy harm.

The proposal is expected to have a negligible effect on local light. There is a condition attached to for Secure by Design which would require external security lighting, this will be assessed when submitted to discharge.

The proposal in of itself has a minimal effect on local noise levels or vibration with comings and goings similar to what is existing at the property. We understand that demolition and construction can be loud and disruptive to the local residents. Contractors should use construction guidance to reduce emissions and minimize disruptions for residents.

The proposal is expected to have a negligible effect on air quality or odours.

The proposal is expected to have a negligible effect on litter, vermin, or birds.

The proposal is expected to have a negligible effect on road safety and traffic generation. The proposed single storey building is located within the red-line boundary to the rear of the site and as such, does not impinge upon the adopted highway. The location is already used for parking and would not harmfully increase vehicle movements.

Overall, the proposal has a negligible impact on privacy, light, noise, air quality, and other factors. So, it follows this principle of development management.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

The proposal does not change how people can get in and out of the building.

The proposal is therefore in accordance with this development management principle.

Community safety and crime prevention.

Greater Manchester Police were consulted on the proposal and had no comment and recommended the proposal be built to Design for Security standards (conditioned).

The proposal is in accordance with this development management principle.

Adequacy of internal accommodation and external amenity space.

The proposal adds space inside the property with minimal effect to the outdoor area.

This follows the development management principle.

Refuse storage and collection.

The proposal itself has little impact on waste from the site. It uses the current storage and collection methods on site. We recognize that demolition and/or construction works often generate commercial waste. We expect contractors to follow best practices in waste management.

The proposal is in accordance with this development management principle.

Vehicular access and car parking

It is noted that the 5no. garages spaces is to be used by four existing flats. This has been designated to each flat on a permanent basis where three flats would have one garage space and one flat would have two garage spaces, which is acceptable from a Highways perspective.

The Proposed Plan demonstrates that each garage space has a dimension of 2.4mx5.95m. Each garage space appears to accommodate a vehicle for parking.

The proposed single storey building will not affect the existing vehicle parking arrangements associated with the site.

The proposal is in accordance with this development management principle.

Effects relating to biodiversity, landscape, archaeological or built heritage

The applicant and consultees did not find any contamination or stability issues at the site. Cadent Gas were notified of the proposal through the LinesearchbeforeUdig (LSBUD) platform as the proposal is in close proximity to their medium and low-pressure assets. They have no objection to the proposal from a planning perspective and recommended an informative be attached to the decision if approved

The proposal does not sit within a Conservation Area or near a designated heritage asset.

The proposal falls under the small sites Biodiversity net gain matrix. Greater Manchester Ecology Unit assessed the proposed Biodiversity net gain plan, and it appears to be a reasonable reflection of the baseline and post development habitats, and the LPA can be reasonably confident that a 10% net gain could be provided. A condition for the 30-year Habitat Management and Monitoring Plan has been attached to the decision for approval.

On balance the proposal has minimal effect on local biodiversity, landscape, archaeological or built heritage and is therefore in accordance with this development management principle.

Green Infrastructure including open space, both public and private

The proposal would minimally affect green infrastructure and would balance new development with existing green space.

A landscaping plan and biodiversity net gain condition has been attached to the decision to ensure that the green infrastructure at the site is managed to the betterment of the area.

The proposal is therefore in accordance with this development management principle.

Flood risk and drainage.

The site is located in Flood Risk Zone 3. We accept that it is not feasible to raise FFL for this proposal (garage) therefore the standing advice requires resistance resilience measures needed to be incorporated. This is required as the government guidance do not differentiate between habitable and non-habitable buildings. The submission does not yet address the resistance resilience measures so a condition has been attached to the decision to submit a full FRA.

An informative has also been added regarding a local culvert which the applicant should be aware of.

The proposal is therefore in accordance with this development management principle.

Objective 1 - Spatial Principles*SP 1 - Spatial Principles*

This policy outlines the guiding spatial principles and core development principles of Manchester City Council.

Most notably the core development principles highlight development should 'make a positive contribution to neighbourhoods of choice'.

We consider this proposal to accord with the principles of this policy.

Objective 6 Environment

EN 1 – Design Principles and Strategic Character Areas

This policy outlines the key design principles for development in Manchester. All development in Manchester will be expected to follow the seven principles of urban design.

This proposal sits within the ‘Southern Character Area’.

We consider this proposal to accord with the principles of this policy.

EN 9 – Green Infrastructure

This policy outlines the principles to maintain existing green infrastructure in terms of its quantity, quality, and multiple function.

The development is considered to accord with the aspirations of this policy.

EN 14 – Flood Risk

This policy outlines the key principles around Flood Risk Management in the city.

The site is located in Flood Risk Zone 3. We accept that it is not feasible to raise FFL for this proposal (garage) therefore the standing advice requires resistance resilience measures needed to be incorporated. This is required as the government guidance do not differentiate between habitable and non-habitable buildings. The submission does not yet address the resistance resilience measures so a condition has been attached to the decision to submit a full FRA.

An informative has also been added regarding a local culvert which the applicant should be aware of.

We consider this proposal to accord with the principles of this policy.

Extant Unitary Development Plan (UDP)

The Core Strategy replaced most of the UDP, but some UDP policies still apply to this proposal.

DC26 - Development and Noise

This policy outlines the key issues to reduce the impact of noise on people living and working in, or visiting, the City.

We consider this proposal to accord with the principles of this policy.

Places for Everyone Plan (2022 – 2039)

We have assessed the proposal against the following policies of the Places for Everyone Plan.

Strategy

JP-Strat9: Southern Areas

This policy outlines the spatial strategy for the Southern Areas of the City Region which includes Southern areas of Manchester.

We consider this proposal to accord with the principles of this policy.

Sustainable and Resilient Places

JP-S1: Sustainable Development

This policy outlines how, to help tackle climate change, development should aim to maximise its economic, social, and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

We consider this proposal to accord with the principles of this policy.

JP-S4: Flood Risk and the Water Environment

This policy outlines the measures to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk.

We consider this proposal to accord with the principles of this policy.

Greener Places

JP-G6: Urban Green Space

This policy outlines how we can ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions.

We consider this proposal to accord with the principles of this policy.

JP-G8: A Net Enhancement of Biodiversity and Geodiversity

This policy outlines how we will work to deliver a net enhancement of biodiversity in the City region.

We consider this proposal to accord with the principles of this policy.

Places for People

JP-P1 Sustainable Places

This policy outlines how we aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy, and varied places.

We consider this proposal to accord with the principles of this policy.

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework explains the government's planning policies for England. It also explains how to use these policies.

At all stages of the application, we have adhered to and considered the NPPF.

Section 2 - Achieving sustainable development

Section 2 of the NPPF outlines how the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner.

Section 4 - Decision-making

Section 4 of the NPPF outlines how local planning authorities should approach decisions on proposed development in a positive and creative way.

Section 4 of the NPPF has been adhered to and considered at all stages of the proposal.

Section 11 - Making effective use of land

Section 11 of the NPPF outlines the need to make effective use of land.

Section 12 - Achieving well-designed places

Section 12 of the NPPF outlines the need to achieve well-designed places.

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Section 12 outlines how the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.

Section 15 - Conserving and enhancing the natural environment

Section 15 outlines how planning policies and decisions should contribute to and enhance the natural and local environment.

We consider this proposal to accord with the principles of the NPPF.

Other Material Considerations

Other material considerations & policy may be relevant to the proposal as follows:

- [Guide to Development in Manchester Supplementary Planning Document and Planning Guidance \(April 2007\)](#)
- [Manchester Residential Quality Guide \(July 2016\) \(MRQG\)](#)
- [Manchester, Salford, and Trafford Strategic Flood Risk Assessment](#)
- [Manchester City Council Highways Developer Design Guidance – Sustainable Drainage Systems](#)
- [Manchester City Council Planning and Noise Technical Guidance \(2022\)](#)
- [Air Quality & Planning Technical Guidance \(2022\)](#)
- [Planning and Contaminated Land Technical Guidance \(2021\)](#)
- [Greater Manchester Joint Waste Development Plan Document \(GMJWDPD\)](#)

- [Waste Storage and Collection Guidance for New Developments \(2017\)](#)
- [Hot Food Takeaway Supplementary Planning Document \(2017\)](#)
- [Manchester City Council Houses in Multiple Occupation Guidance and Amenity Standards \(2020\)](#)
- [Manchester Tree and Woodland Action Plan 2024-2034](#)
- [Manual for Streets \(2007\)](#)
- [National design guide & National Model Design Code \(2021\)](#)
- [Outdoor advertisements and signs: a guide for advertisers \(2007\)](#)

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Conclusion

The proposed development at 2 Ladybarn Crescent, Manchester, for the erection of a single-storey building to form five garages associated with the adjoining flats, has been thoroughly assessed. The proposal aligns with relevant local and national planning policies, including those related to design, flood risk, biodiversity, and community safety. Consultations with various stakeholders, including Manchester City Council Highways Services, Environmental Health, and the Greater Manchester Ecology Unit, have resulted in no significant objections, provided certain conditions are met. The development is expected to have minimal impact on the surrounding area and will contribute positively to the local environment through improved landscaping and biodiversity net gain.

Therefore, the recommendation is to approve the application with the specified conditions to ensure compliance and mitigate any potential impacts.

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. There were minor changes required to meet the requirements for approval and the officer and applicant worked together to find an amicable solution.

Condition(s) to be attached to decision for approval

1. 3-year time limit

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

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

2. Specified plans

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

a. Drawing - Location Plan	20 May 2024	THE LOCATION PLAN
b. Drawing - Site Plan	20 May 2024	BLOCK PLAN OF THE SITE
c. Ecology report	24 Jun 2024	BNG SCREENING
d. Ecology report	03 Jul 2024	BNG SCREENING
e. Ecology report	03 Sep 2024	BIODIVERSITY NET GAIN

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

3. Specified materials

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

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

4. Non-residential use

The 5no car garage as approved is for the sole purpose and use for vehicle storage associated with the dwellings of the main building at the address. For the avoidance of doubt the new building is not for residential accommodation or habitation of any kind.

Reason - To ensure the amenity of the area is not adversely affected by the unauthorised use of the vehicle garage. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 of Places for Everyone

5. Flood Risk Management

- a. Prior to the commencement of the development hereby approved, a Flood risk assessment for the development site shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:
 - i. If floor levels cannot be raised in line with Standing Advice, details of flood resistance and resilience measures in line with Standing Advice.
- b. The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

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.

6. Biodiversity Net Gain

Prior to the use of the development hereby approved, a 30-year Habitat Management and Monitoring Plan for the on-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

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

7. Landscaping

Prior to commencement a full soft and hard landscaping plan treatments is required to be submitted to and approved in writing by the City Council as local planning authority.

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

8. Secure by Design

The development shall not be brought into use until details of the security measures to be incorporated into the development, which shall be to 'secured by Design' specification, have been submitted to and approved in writing by the City Council as Local Planning Authority. This shall include details of external fittings, boundary treatment, gates and dusk till dawn

lighting. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Informative(s) to be attached to decision for approval

1. Cadent Gas

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

2. Construction hours

Construction/demolition works should be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

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

3. Culvert

MCC records highlight that the underground Ley Brook is located within close proximity to the site (approximately 33 m to the South 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 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

Greater Manchester Police
 Environment Agency
 Greater Manchester Ecology Unit

Flat 6, 53 Mauldeth Road, Manchester, M20 4NF
 Flat 2, 53 Mauldeth Road, Manchester, M20 4NF
 Flat 5, 4 Ladybarn Crescent, Manchester, M14 6UU
 Flat 4, 4 Ladybarn Crescent, Manchester, M14 6UU
 Flat 3, 2 Ladybarn Crescent, Manchester, M14 6UU
 Flat 2, 2 Ladybarn Crescent, Manchester, M14 6UU
 Flat 9, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 6, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 42, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 4, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 38, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 35, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 33, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 30, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 29, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 26, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 24, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 21, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 19, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 17, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 14, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 11, Mayes Court, Sheringham Road, Manchester, M14 6UT
 17 Booth Avenue, Manchester, M14 6RB
 13 Booth Avenue, Manchester, M14 6RB
 Flat 9, 4 Ladybarn Crescent, Manchester, M14 6UU
 55 Mauldeth Road, Manchester, M20 4NF
 Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 7, 55 Mauldeth Road, Manchester, M20 4NF
 Flat 6, 55 Mauldeth Road, Manchester, M20 4NF
 Flat 5, 55 Mauldeth Road, Manchester, M20 4NF
 Flat 3, 55 Mauldeth Road, Manchester, M20 4NF
 Flat 2, 55 Mauldeth Road, Manchester, M20 4NF
 Flat 7, 53 Mauldeth Road, Manchester, M20 4NF
 Flat 4, 53 Mauldeth Road, Manchester, M20 4NF
 Flat 3, 53 Mauldeth Road, Manchester, M20 4NF
 Flat 1, 53 Mauldeth Road, Manchester, M20 4NF
 3 Booth Avenue, Manchester, M14 6RB
 11 Booth Avenue, Manchester, M14 6RB
 1 Booth Avenue, Manchester, M14 6RB
 Flat 37, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 36, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 34, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 32, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 31, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 3, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 28, Mayes Court, Sheringham Road, Manchester, M14 6UT

Flat 27, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 25, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 23, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 22, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 20, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 2, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 18, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 16, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 15, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 12, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 10, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 1, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 8, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 7, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 5, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 41, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 40, Mayes Court, Sheringham Road, Manchester, M14 6UT
 Flat 39, Mayes Court, Sheringham Road, Manchester, M14 6UT
 9 Booth Avenue, Manchester, M14 6RB
 7 Booth Avenue, Manchester, M14 6RB
 Flat 5, 2 Ladybarn Crescent, Manchester, M14 6UU
 Flat 4, 2 Ladybarn Crescent, Manchester, M14 6UU
 Flat 3, 4 Ladybarn Crescent, Manchester, M14 6UU
 Flat 2, 4 Ladybarn Crescent, Manchester, M14 6UU
 Flat 1, 4 Ladybarn Crescent, Manchester, M14 6UU
 Flat 1, 2 Ladybarn Crescent, Manchester, M14 6UU
 5 Booth Avenue, Manchester, M14 6RB
 15 Booth Avenue, Manchester, M14 6RB
 Flat 7, 4 Ladybarn Crescent, Manchester, M14 6UU
 Flat 5, 53 Mauldeth Road, Manchester, M20 4NF
 Flat 6, 4 Ladybarn Crescent, Manchester, M14 6UU
 Basement Flat, 4 Ladybarn Crescent, Manchester, M14 6UU
 Flat 8, 4 Ladybarn Crescent, Manchester, M14 6UU
 Flat 4, 55 Mauldeth Road, Manchester, M20 4NF
 Flat 1, 55 Mauldeth Road, Manchester, M20 4NF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
 Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
 Flood Zones Type 2 (low to medium risk) -
 Flood Zones Type 3 (high risk) -
 Susceptible to Surf Water Flood (Less) -
 Susceptible to Surf Water Flood (Middle) -
 Susceptible to Surf Water Flood (Middle) -
 Area Team Boundary - Name: SOUTH AREA