

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139958/FO/2024

Date registered valid: 2 August 2024

Proposal: Conversion of existing ground floor from general industrial (B2) to office use (E), with three storey extensions to rear, side and upper floors to create 8no. apartments (6no. 1 beds and 2no. 2 beds).

Address: 42 Ladybarn Road, Manchester, M14 6WW

Ward(s): Fallowfield Ward

Applicant: Mr Strain, DSJMK Properties Ltd

Agent (if any): Ms Kimberley Mountford, Mode Architects Limited

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

Recommendation: Refuse

Date of recommendation: 25 September 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 23 August 2024

Standard consultations: Printed: 12 August 2024 Expired: 3 September 2024

Neighbour notifications: Printed: 12 August 2024 Expired: 3 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

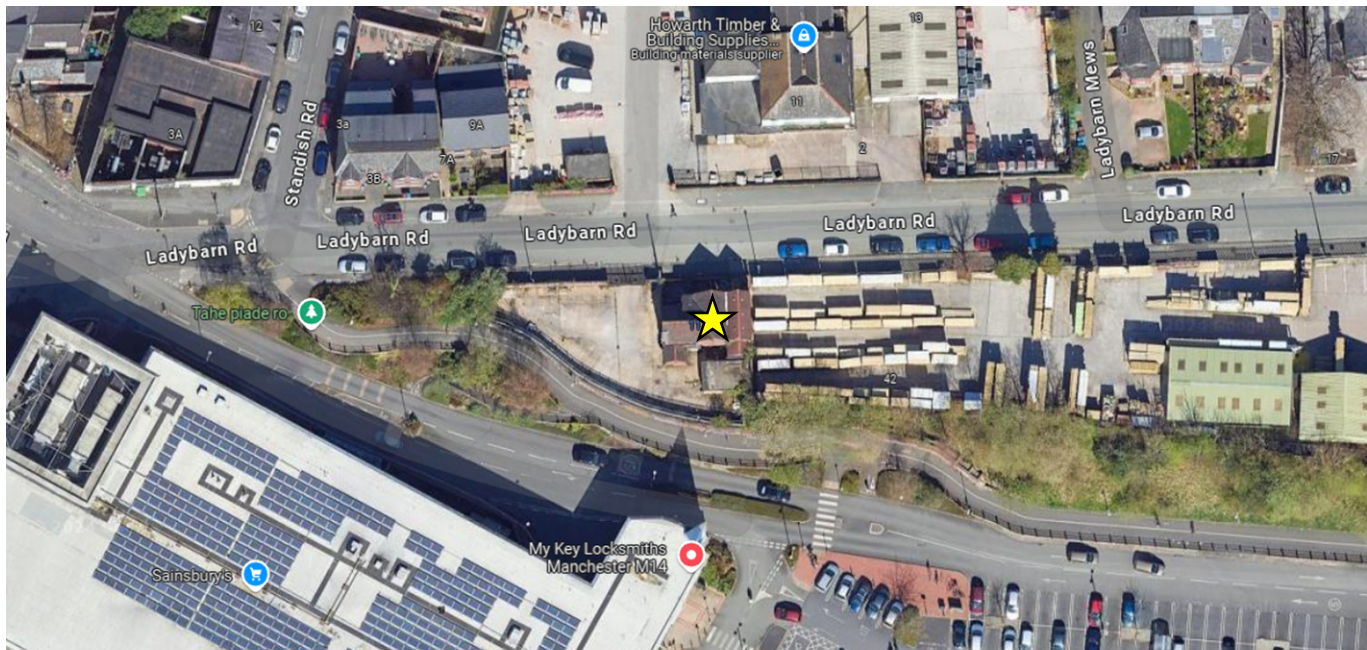
Description of site/building/area

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

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







Description of area

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

Description of development

The applicant is seeking permission for the conversion of existing ground floor from general industrial (B2) to office use (E), with three storey extensions to rear, side and upper floors to create 8no. apartments (6no. 1 bed and 2no. 2 beds).

Planning history

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

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

055289/00/CENTL1/98 - Erection of 2-storey building to form offices with a self-contained flat above after demolition of existing; widening of vehicular access to Ladybarn Road; relocation of parking and storage area – **APPROVED** (22.10.1998).

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

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

Consultations & Notification Responses

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

Greater Manchester Ecology Unit requested conditions relating to the control of external lighting, works to avoid the main bird nesting season, and ecological enhancements for the site in addition to an informative note relating to the legal protection of certain species and the protection of biodiversity.

Greater Manchester Police recommended access to the rear of the property, from the side of the building, should be restricted to residents only, a video intercom and secure through the-wall mailboxes for the apartments, and all new doors, windows, and glazing should be to Secured by Design standards.

Highways Services requested a full trip generation assessment in consideration of all land-uses operating at the site as well as further information relating to the proposed boundary treatments, access arrangements, refuse and servicing provisions, cycle parking provisions of the site (in terms of whether they would be secure and sheltered with a further two cycle parking spaces required for the proposed office use), footway reinstatement, resurfacing and TRO amendments.

Highways Services raised concerns relating to the lack of car parking provisions proposed and potential to exacerbate existing issues associated with on-street parking demand (additional safety issues associated with pavement parking, visibility impacts and obstructing vehicular movements) and requested conditions relating to the submission of a Travel Plan, Construction Management Plan and Dilapidation Surveys in addition to S278 works and cycle parking.

Environmental Health requested conditions relating to the control of deliveries to commercial premises, residential sound insulation and overheating, external plant/equipment/servicing, and waste (with the proposed waste strategy considered inadequate).

Policies

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

Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:

- Policy DC1 – Residential Extensions
- Policy DC5 – Flat Conversions

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

- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles
- Policy H1 – Overall Housing Provision
- Policy H6 – South Manchester
- Policy EN19 - Waste
- Policy T1 – Sustainable Transport

The National Planning Policy Framework (NPPF, 2021)

- Chapter 2 – Achieving Sustainable Development
- Chapter 12 – Achieving Well-Designed Places

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

- Policy JP-Strat9 – Southern Areas
- Policy JP-H1 – Scale, Distribution, and Phasing of New Housing Development
- Policy JP-H3 – Type, Size, and Design of New Housing

Manchester Residential Quality Guidance (2017)

- Appendix - Manchester’s Emerging Space Standards

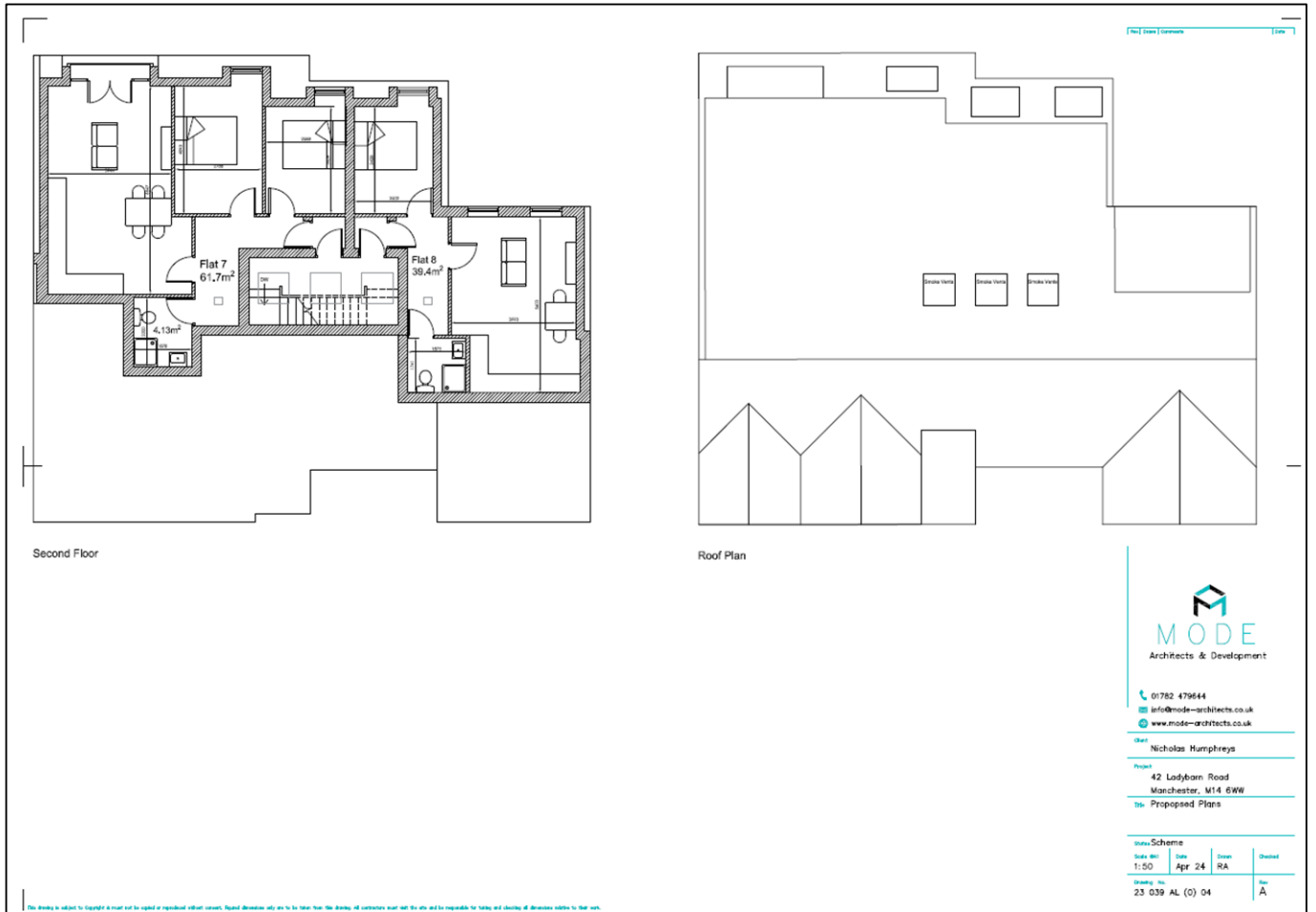
Technical Housing Standards – Nationally Described Space Standard (2015)



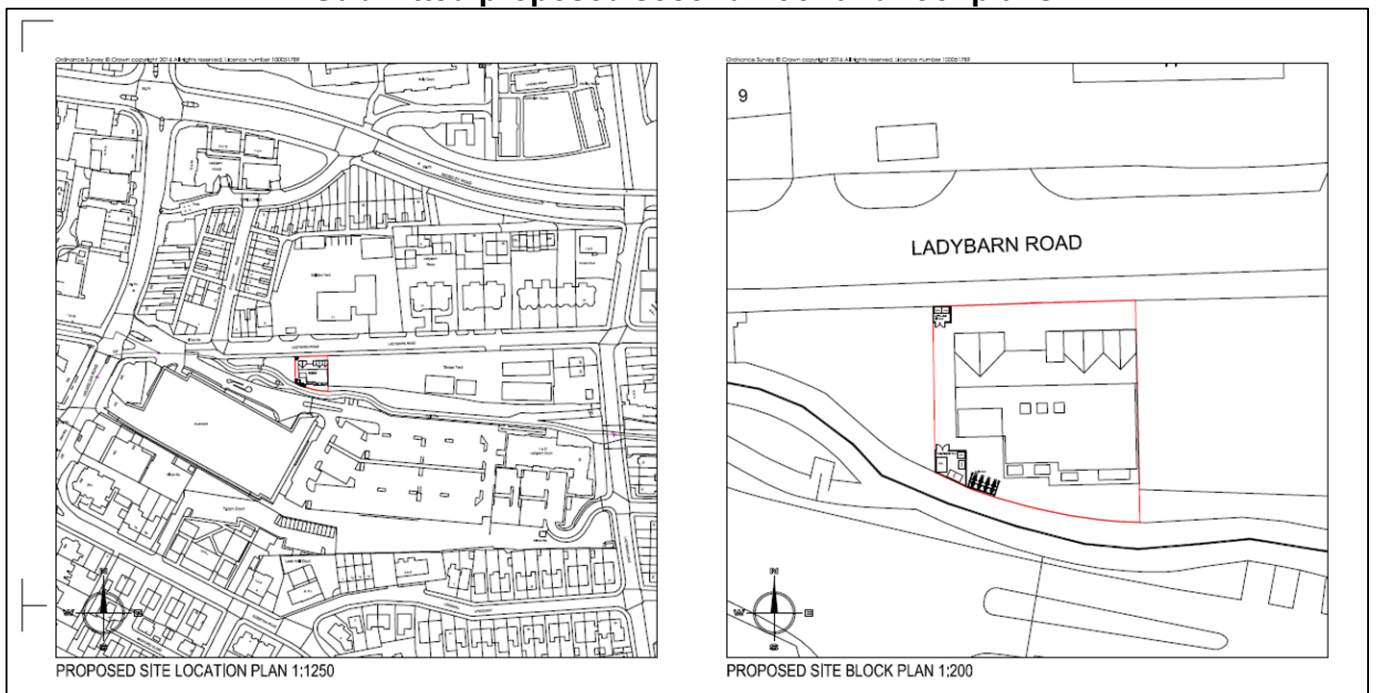
Submitted existing elevations



Submitted proposed elevations



Submitted proposed second floor and roof plans



Submitted proposed site location and site block plan

Issues

Principle – Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that decisions must be made in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework reinforces this requirement in paragraphs 2 and 47, whilst paragraph 12 indicates that the presumption in favour of sustainable development does not alter the statutory status of the development plan as a starting point for decision-making and that, where a planning application conflicts with an up-to-date development plan, permission should not normally be granted.

In the case of this application, the principle of the proposal is considered unacceptable and cannot be supported as it conflicts with the development plan policies and associated guidance listed in the preceding section.

It is considered that the erection of the proposed three-storey extension to the rear, side, and upper floors of the existing property (to create 8no. apartments - 6no. 1-bed and 2no. 2-bed) would result in the creation of a visually overbearing, domineering and intrusive structure within this locale, which would fail to read as a subservient or in-keeping addition to the existing building, and which would cause undue harm to the visual amenity of the area overall. The internal floor space of the proposed apartments also falls below national and local space standards for accommodation of this type, with the proposal also failing to provide adequate details of a usable private outdoor amenity space for the prospective occupiers of the apartments, an appropriate waste storage and management strategy for the proposed uses, sufficient car and bicycle parking provisions, and details of the proposed landscaping and boundary treatment of the site.

On this basis, the proposal is considered to conflict with policies DC1 and DC5 of the Unitary Development Plan, policies DM1, SP1, H1, EN19 and T1 of the Manchester Core Strategy, policies JP-H1, and JP-H3 of the Places for Everyone Joint Development Plan Document, chapter 12 of the National Planning Policy Framework, Manchester's Emerging Space Standards, and the Technical Housing Standards. There are no material considerations which indicate otherwise.

Siting, scale, and massing – the three-storey extension would be sited to the side and rear of the existing building, adjoining its southern and western elevations as well as atop of its existing upper floors.

At ground floor level, it would project 6.148m westwards from the existing footprint of the building, with a width to the rear of 13.193m, a rearward projection of 2.232m, and a length/depth of approximately 14.054m. It would be setback from the plot's northern boundary/public footpath by 2.774m, would be sited along the eastern boundary, and would maintain gaps of 2.046m to its southern boundary and 2.057m to its western boundary.

At first-floor level, it would project 6.148m westwards from the existing footprint of the building, with a width to the rear of 13.193m, a rearward projection of 8.605m, and a length/depth of 14.054m. It would feature a maximum height of 9.554m across its flat roof form (set 2.405m above the existing building), with an eaves height of 5.546m (set 0.906m above the existing). Its gable end roof form to the front would measure to 8.439m in height at its apex (set 1.28m above the existing front-facing gables).

5no. dormer-style windows would be featured to the extension's southern roof slopes. The easternmost dormer would have a length/depth of 2.656m, a width of 3.058m, and flat roof height of 2.165m. It would be set 1.919m below the proposed ridge/maximum roof height of the extension and 0.304m above its proposed eaves. The 3no. middle dormers would be staggered

in terms of their roof positioning, with dimensions measuring to 0.848m in length/depth, 1.511m in width, and 1.818m in height, set 1.181m below the proposed ridge/maximum roof height of the extension, and 0.654m above its proposed eaves. The westernmost dormer would have a length/depth of 2.656m, width of 4.301m, and height of 2.165m. It would be set 1.919m below the proposed ridge/maximum roof height of the extension and 0.304m above its proposed eaves.

Overall, the siting, scale, and massing of the proposal is considered to be unacceptable. This is on the basis that the proposal would fail to read as a subservient addition to the existing building in terms of its dimensions, with the proposed extension dwarfing the existing built form on site and resulting in the creation of a visually overbearing, domineering and intrusive structure within this locale, causing undue harm to the visual amenity of the area overall. The proposed extension represents a significant addition to the existing building, extending above and beyond its existing roofline and eaves, with excessively large and bulky gable ends to the front and side which would dominate, imbalance and be out of proportion to the existing front-facing gables, and with an expansive flat roof form which would be out-of-keeping with the appearance of the existing building. The proposal would therefore overdevelop the application site as a whole and would fail to respect the scale of development in this area.

The proposal would therefore act against the principles set out in saved policy DC1 of the UDP, and policies SP1, DM1 and H1 of the Core Strategy.

Appearance and visual amenity – the extension would be built of brickwork and roof tiles to match the existing, in addition to standing seam metal to its flat roof and uPVC windows.

At ground floor level, the extension would feature 1no. window and 1no. inward-opening door to the front, 7no. windows to the rear, and 1no. outward-opening door to its western side elevation. Its eastern side elevation would be blank. At first-floor level, the extension would feature 3no. windows to the front, 7no. windows to the rear, 3no. skylights to its flat roof, and blank side elevations. The easternmost dormer would feature blank side elevations with a set of inward-opening doors framed by windows and a Juliet balcony to the rear. The 3no. middle dormers would feature blank side elevations with 1no. window to the rear. The westernmost dormer would feature blank side elevations with 2no. windows to the rear.

In terms of elevational alterations to the existing building, the submitted information indicates that the building's existing timber windows and doors are to be replaced with modern uPVC counterparts, with the existing roller shutters at ground floor level removed and new brick window headers installed.

Whilst there are elements of the proposal's design which are considered acceptable, such as its use of matching materials, it is considered that its inappropriate design elements would cause unnecessary and undue harm to the appearance and character of the existing building as well as the visual amenity of the area overall. This is largely due to the proposal failing to read as a subservient addition to the existing building in terms of its dimensions, with the resultant extension forming a visually overbearing, domineering and intrusive structure, which would be out-of-keeping with the appearance of the building as it currently exists, as outlined in the preceding section.

The proposal would therefore act against the principles set out in saved policy DC1 of the UDP, policies SP1, DM1 and H1 of the Core Strategy and chapter 12 of the NPPF.

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

Waste storage and management – the submitted plans/information indicates that a commercial bin store measuring to 2m squared would be included along the plot's northern boundary, adjacent to the public footpath, whilst a residential bin store measuring to 8m squared would be included along the plot's southern boundary.

The submitted waste management strategy indicates that the proposal includes provisions for 4no. 240L general refuse bins, 2no. 240L pulpable recycling bins, 2no. 240L mixed recycling bins, and 2no. 120L food waste bins for the 8no. residential apartments and 1no. 240L general refuse bin and 1no. 120L dry recycling bin for the ground floor office use. The collection point for the bins is noted as being Ladybarn Road, with residents and the waste management company noted as being responsible for placing the bins at the collection point and returning them to the store promptly.

In their consultation response, Environmental Health indicated that the submitted waste management strategy is inadequate. As the proposal is a low-rise development, each flat should have access to its own set of bins.

In their consultation response, Highways Services indicated that, whilst on-road refuse servicing from Ladybarn Road is considered acceptable, bin servicing arrangements should comply with MMC GD04 Waste Storage and Collection Guidance for New Developments, which requires that the refuse operative must not be required to wheel a container more than 10 meters to the collection vehicle. Details of how this would be achieved/managed would need to be provided by the agent/applicant.

The proposal therefore fails to adhere to the requirements of policies DM1 and EN19 of the Core Strategy and conflicts with principles set out under saved policy DC5 of the UDP.

Parking and impact to the highway – saved policy DC5 of the UDP indicates that, in determining planning applications to convert properties into flats, the Council will have regard to the adequacy of car parking, with policy DM1 of the Core Strategy further reiterating the importance of vehicular access and car parking within new developments.

The proposal does not include any on-site vehicular parking provisions. As such, any parking demand would likely take place on the surrounding highway network which currently experiences very high levels of parking demand, as indicated by Highways in their consultation response. There are therefore concerns that the proposal would give rise to additional safety issues associated with pavement parking, visibility impacts and obstructing vehicular movements.

Highways Services also raised concerns in relation to the access arrangements of the site, noting that the proposed access also appears to serve the existing car park/adjacent land to the west. The agent/applicant would therefore need to confirm that the adjacent land does not have a right of access over the site boundary.

The proposal is therefore considered unacceptable, conflicting with the principles set out under saved policy DC5 of the UDP and policies DM1 and H1 of the Manchester Core Strategy.

Cycle provisions – the submitted plans indicate that proposal includes parking provisions for 8no. bicycles to the rear of the site. In their consultation response, Highways Services indicated that this equates to 100% for the 8no. residential apartments which is considered acceptable, although the agent/applicant would need to confirm that such provision is sheltered and secure.

However, Highways Services also indicated that long-stay (sheltered and secure) staff parking provision would also need to be provided for the office use in alignment with MCC Core Strategy standards (min. 2 spaces).

The proposal's cycle parking provisions are therefore considered to be inadequate overall, conflicting with policies T1 and H1 of the Core Strategy as well as the policies of Highways Services.

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

The proposal does not include adequate living space for the prospective occupiers as:

- Flat 1 (1-bedroom/2-person) scales at 39.8 square metres,
- Flat 2 (1-bedroom/2-person) scales at 39.5 square metres,
- Flat 3 (1-bedroom/2-person) scales at 42 square metres,
- Flat 4 (2-bedroom/4-person) scales at 61.8 square metres,
- Flat 5 (1-bedroom/2-person) scales at 37 square metres,
- Flat 6 (1-bedroom/2-person) scales at 39.9 square metres,
- Flat 7 (2-bedroom/4-person) scales at 61.7 square metres,
- Flat 8 (1-bedroom/2-person) scales at 39.4 square metres.

The proposed flats are therefore below the nationally described space standard as well as Manchester's emerging space standards which both indicate that 1-bedroom/2-person dwellings should provide a minimum of 50 square metres of internal floor space with at least 1.5 square metres of built-in storage, whilst 2-bedroom/4-person dwellings should provide a minimum of 70 square metres of internal floor space with at least 2 square metres of built-in storage. The proposal therefore directly conflicts with policy JP-H3 of PfE which indicates that all new dwellings must comply with the nationally described space standards as well as policy JP-H1 which indicates that new homes should be of good quality and design, and saved policy DC5 of the UDP. Moreover, the development fails to include any details of a usable private outdoor amenity space for the prospective occupiers of the apartments, thereby conflicting with the principles of saved policy DC5 of the UDP policies DM1 and H1 of the Core Strategy.

Landscaping and boundary treatment – the proposal does not include details of any vegetation, landscaping or boundary treatment for the site. These represent areas in which the agent/applicant could considerably improve the overall appearance of the site which presently features large areas of hardstanding with an absence of soft landscaping features. It is expected that a scheme of this scale would include such efforts.

The proposal therefore conflicts with policy DM1 of the Core Strategy and chapter 12 of the NPPF.

Previous schemes – it is acknowledged that the previous schemes under 122979/FO/2019 and 133308/FO/2022 granted approval for an extension and associated residential use of the site, as listed below:

- 122979/FO/2019 - Change of use of premises from office at ground floor with adjacent service yard, and residential dwelling at first floor, to 4.no 2-bedroom apartments, with associated car parking and amenity space following demolition of existing garage and rear single storey outrigger – **APPROVED** (10.06.2019).
- 133308/FO/2022 - Erection of a two-storey rear extension and demolition of existing garage and single storey rear outrigger in association with the change of use of premises from office at ground floor with adjacent service yard, and residential dwelling at first floor, to form 4.no 2-bedroom self-contained apartments, with associated car parking and amenity space – **APPROVED** (01.06.2022).

However, it should be noted that these schemes included the portion of land sited to the immediate west of the current application site as well as details of landscaping and boundary treatments, a turfed and planted external amenity area to the west, a paved amenity area to the south, in addition to car and cycle parking provisions. The extensions proposed under these applications also represented more sympathetic and subservient additions to the existing building, both in terms of their dimensions and their architectural features/built form, whilst the internal floor space of the apartments were in accordance with national and local space standards.

The current scheme under 139958/FO/2024 therefore represents a significant departure from the previous approvals as the proposed extension would not read as a subservient addition to the existing building and would cause undue harm to the visual amenity of the area, the proposed apartments would fall significantly below national and local space standards internally with no external amenity space proposed, no car parking provisions proposed, inadequate waste storage and cycle parking provisions, and insufficient details relating to landscaping and boundary treatment. For these reasons, it cannot be supported by the City Council.

Conclusion – on balance, it is considered that the proposal would result in the creation of a visually overbearing, domineering and intrusive structure, which would fail to read as a subservient or in-keeping addition to the existing building, and which would cause undue harm to the visual amenity of the area overall. The development would also inflict poor living conditions upon its prospective occupiers on account of its inadequate internal and external space standards, car and bicycle parking provisions, waste storage and management strategy, landscaping and boundary treatment. The proposal therefore conflicts with policies DC1 and DC5 of the Unitary Development Plan, policies DM1, SP1, H1, EN19 and T1 of the Manchester Core Strategy, policies JP-H1, and JP-H3 of the Places for Everyone Joint Development Plan Document, chapter 12 of the National Planning Policy Framework, Manchester's Emerging Space Standards, and the Technical Housing Standards.

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: Refuse

Article 35 Declaration

Significant issues have arisen during the consideration of this application and a satisfactory resolution has not been reached.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The proposal by reason of its excessive scale, massing, and bulk and inappropriate design choices would not be visually subservient to the existing building, would introduce detrimental visual elements to the street scene and would form a visually incongruous and obtrusive structure which would not be sympathetic to the appearance of the existing building or its surrounding area, to the detriment of visual amenity and, as such, is contrary to saved policy DC1 of the Unitary Development Plan for the City of Manchester, policies SP1, DM1 and H1 of the Manchester Core Strategy and the National Planning Policy Framework.

2) The proposal fails to provide accommodation of a sufficient quality for its prospective occupiers, particularly in regard to the inadequate internal living space provided, lack of private external amenity space, lack of car parking provisions, lack of landscaping and boundary treatment and insufficient cycle parking and refuse storage provisions, which would give rise to a poor standard of living accommodation for its prospective occupiers and an inadequate residential accommodation, contrary to the Technical Housing Standards - Nationally Described Space Standard, Manchester's Emerging Space Standards detailed in the Manchester Residential Quality Guidance document, policies DM1, SP1 and H1 of the Manchester Core

Strategy, saved policy DC5 of the Unitary Development Plan for the City of Manchester, policies JP-H3 and JP-H1 of the Places for Everyone Joint Development Plan Document, and chapter 12 of the National Planning Policy Framework.

3) The proposal fails to include adequate provisions for the parking of vehicles within the curtilage of the site, resulting in an increase in demand for on-street parking in the area, which would exacerbate existing highway difficulties and traffic congestion, to the detriment of pedestrian and highway safety as well as the character and amenity of the area. As such, the proposal is contrary to policies SP1, DM1, and H1 of the Manchester Core Strategy as well as saved policy DC5 of the Unitary Development Plan for the City of Manchester and the principles of the National Planning Policy Framework.

4) The proposal fails to provide adequate provisions for the storage and management of segregated waste and recycling for the proposed apartments. As such, the proposal is contrary to policies SP1, DM1 and EN19 of the Manchester Core Strategy and saved policy DC5 of the Unitary Development Plan for the City of Manchester.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit
South East Fallowfield Residents Association

J CAVANAGH LTD, Fallowfield Timber Co, Ladybarn Road, Manchester, M14 6WW
Bodey Medical Centre, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 1, 42 Ladybarn Road, Manchester, M14 6WW
Flat 26, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 27, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 10, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 11, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 12, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 14, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 15, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 16, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 17, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 18, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 9, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 7, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 5, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 3, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 1, 28 Ladybarn Lane, Manchester, M14 6WP
28 Ladybarn Lane, Manchester, M14 6WP
Flat 2, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 4, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 6, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 8, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 28, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 29, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 30, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 31, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 32, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 33, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 34, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 35, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 36, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 37, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 19, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 20, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 21, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 22, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 23, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 24, 28 Ladybarn Lane, Manchester, M14 6WP
Flat 25, 28 Ladybarn Lane, Manchester, M14 6WP
9A Ladybarn Road, Manchester, M14 6WN
Sainsbury's, 347 Wilmslow Road, Manchester, M14 6SS
7B Ladybarn Road, Manchester, M14 6WN
7A Ladybarn Road, Manchester, M14 6WN
Flat B, 5 Ladybarn Road, Manchester, M14 6WN
3A Ladybarn Road, Manchester, M14 6WN

Flat 10, 15 Ladybarn Road, Manchester, M14 6WN
Flat 7, 15 Ladybarn Road, Manchester, M14 6WN
Flat 4, 15 Ladybarn Road, Manchester, M14 6WN
Flat 6, 13 Ladybarn Road, Manchester, M14 6WN
Flat 3, 13 Ladybarn Road, Manchester, M14 6WN
12 Standish Road, Manchester, M14 6NP
12A Standish Road, Manchester, M14 6NP
Bar Xs, 341 - 343 Wilmslow Road, Manchester, M14 6XS
Flat 3A, 15 Ladybarn Road, Manchester, M14 6WN
Flat 9, 13 Ladybarn Road, Manchester, M14 6WN
Flat A, 5 Ladybarn Road, Manchester, M14 6WN
3B Ladybarn Road, Manchester, M14 6WN
9 Ladybarn Road, Manchester, M14 6WN
Flat 2, 15 Ladybarn Road, Manchester, M14 6WN
Bentleys, Harburg House, 11 Ladybarn Road, Manchester, M14 6WN
Flat 1, 15 Ladybarn Road, Manchester, M14 6WN
Flat 9, 15 Ladybarn Road, Manchester, M14 6WN
Flat 8, 15 Ladybarn Road, Manchester, M14 6WN
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Flat 3, 15 Ladybarn Road, Manchester, M14 6WN
Flat 8, 13 Ladybarn Road, Manchester, M14 6WN
Flat 7, 13 Ladybarn Road, Manchester, M14 6WN
Flat 5, 13 Ladybarn Road, Manchester, M14 6WN
Flat 4, 13 Ladybarn Road, Manchester, M14 6WN
Flat 2, 13 Ladybarn Road, Manchester, M14 6WN
Flat 1, 13 Ladybarn Road, Manchester, M14 6WN

Appendix 2 – Planning constraints

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

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: SOUTH AREA