

## Planning

## Growth & Development

### Delegated officer report for planning application

**Application no.** 144652/FO/2025

**Date registered valid:** 1 December 2025

**Proposal:** Change of use of two storey premises from showroom at ground floor and residential dwelling at first floor to Office premises (use class E c(iii)) with associated parking, cycle and refuse storage together with associated external elevational alterations

**Address:** 42 Ladybarn Road, Manchester, M14 6WW

**Ward(s):** Fallowfield Ward

**Applicant:** Mr Dan Strain DSJMK Properties Ltd

**Agent (if any):** Mr Simon Miles S R Miles Ltd

**Case officer:** Holly Wright  
Tel: 0161 219 6381  
Email: [holly.wright@manchester.gov.uk](mailto:holly.wright@manchester.gov.uk)

**Recommendation:** Approve

**Date of recommendation:** 20 January 2026

## **Application details**

**Type of application:** Full Application Consent

**Development type:** Change of use

**Date of site visit:** 15 December 2025

**Standard consultations:** Printed: 9 December 2025 Expired: 2 January 2026

**Neighbour notifications:** Printed: 9 December 2025 Expired: 2 January 2026

**Site notice:** No site notice has been produced

**Press advert:** No press advert had been published

**Departure from Development Plan:** No

**Environmental Statement:** Not required

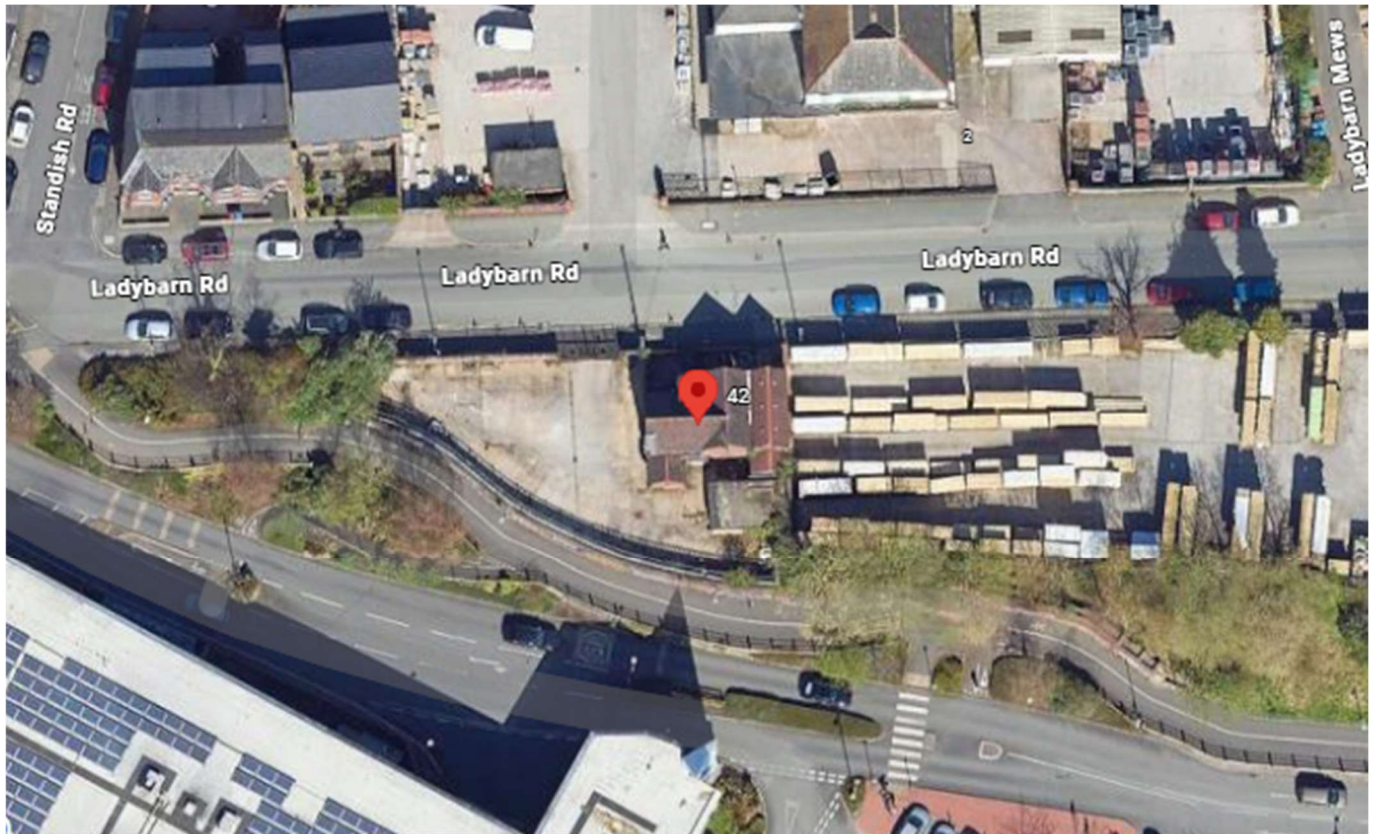
## **Description of site/building**

**Listed building:** Not applicable

**Conservation area:** Not applicable

**Tree Preservation Order:** Not applicable

The application relates to 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.





## **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 planning permission for the "Change of use of two storey premises from showroom at ground floor and residential dwelling at first floor to Office premises (use class E c(iii)) with associated parking, cycle and refuse storage together with associated external elevational alterations".

## **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).

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

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

142270/FO/2025 - Change of use of ground floor from light industrial (Class B2) to office use (Class E), and erection of a two storey rear extension and single storey side extension to create additional office space on the ground floor and two additional 1 bed flats above (three flats on site in total), with associated car parking, bin store and landscaping – APPROVED (23.04.2025).

## **Consultations & Notification Responses**

**Local residents** – no representations received.

**MCC's Highways Services** made the following comments in response to the application:

- The site is located adjacent to the adopted highway Ladybarn Road with, apart from access protection, no parking restrictions are operational nearside whilst time limited parking restrictions are in place on the opposite side of the road.
- It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.
- The site is considered to be suitably accessible by sustainable modes with four bus services within a 10 minute walk away, with a further five services within a 20 minute walk. Nearby routes are suitable for cyclists.
- No highway works are proposed.
- There are 4 car parking spaces located within the site's curtilage. Based on the gross internal area (142)m<sup>2</sup> at a ratio of 1 space for every 30m<sup>2</sup> there should be 5 spaces. Whilst there is a deficiency of one car space, there is double the number of cycle storage spaces being provided. Also the property is adjacent to a side of the street that has unrestricted parking. Overall, Highways are satisfied with the parking arrangements.
- Access - Acceptable, as seen on drawing 25 510 PL100 Rev P2.
- In line with MCC Residential Guidelines, the location of one Electrical Vehicle charging point (minimum 7kW) has not been identified on any submitted drawings. However details of an Untethered EVEC EV Charger have been submitted. This product is acceptable. A planning Condition should be made that ensures a Charger is placed on site, to serve a minimum of one vehicle.
- In line with MCC Residential Guidelines, sufficient, secure and sheltered cycle parking provision has been made within the curtilage of the site.
- Designated refuse storage has been accommodated within the curtilage.
- A Construction Management Plan is not required.

**MCC's Environmental Health Services** made no objection to the proposal, requesting details of an EV charger be secured via condition.

## **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 DC26 – Development and Noise

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

- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN19 – Waste
- Policy T1 – Sustainable Transport
- Policy EC9 – South Manchester

**The National Planning Policy Framework (NPPF, 2024)**

- Chapter 2 – Achieving Sustainable Development
- Chapter 11 – Making Effective Use of Land
- Chapter 12 – Achieving Well-Designed Places

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

- Policy JP-P1: Sustainable Places

**Draft National Planning Policy Framework (NPPF, 2025)** – The Government has published a consultation draft of the NPPF, intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. While this draft is not yet adopted, it is a material consideration.

- Chapter 14 – Achieving Well-Designed Places
  - Policy DP3: Key principles for well-designed places

## **Issues**

**Principle** – the principle of changing the use of an existing two storey premises from showroom at ground floor level and residential dwelling at first floor level to an office premises (use Class E, c, iii) with associated parking, cycle and refuse storage together with associated external elevational alterations is considered acceptable in this instance. The property has a history of a mix of commercial and residential uses and given its siting the proposed use is considered acceptable, however, consideration must be given to the proposal's siting, scale, and massing, appearance and impact upon visual amenity, residential amenity, waste storage, and parking, as well as other matters.

**Siting, scale, and massing** – as no extensions are proposed, the siting, scale, and massing of the premises would remain unchanged.

**Appearance and visual amenity** – the proposal includes the following elevational alterations:

- Front elevation:
  - Existing GF door replaced with grey aluminium-framed double glazed window with internal security shutter and signboard above.
  - Existing GF window replaced with aluminium-framed door with internal security shutter and signboard above.
  - Existing GF door replaced with PAS 24 rated door (emergency exit only).
  - Existing GF window replaced with aluminium-framed double glazed window with internal security shutter and signboard above.
  - Existing FF windows replaced with grey uPVC-framed double glazed windows.
- Western side elevation:
  - Existing GF window replaced with grey uPVC-framed double glazed window with internal security shutter.
  - Existing GF door replaced with grey uPVC-framed double glazed window with internal security shutter and matching brickwork below.
  - Existing GF door infilled with brickwork to match existing building.
  - Existing FF windows replaced with grey uPVC-framed double glazed windows.
- Rear elevation:
  - 3no. existing GF windows replaced with grey uPVC-framed double glazed windows with internal security shutters.
  - Existing GF door replaced with PAS 24 rated door.
  - Existing GF window infilled with brickwork to match existing building.
  - Existing FF windows replaced with grey uPVC-framed double glazed windows.
- Eastern side elevation:
  - No alterations proposed.
- Roof:
  - Existing roof tiles replaced with clay roof tiles.
- Garage/outbuilding:
  - No alterations proposed.

The proposed elevational alterations are considered to enhance the appearance of the existing building by replacing weathered elements, namely the roof, windows, and doors, with modern, higher-quality counterparts. In addition, the removal of the external security shutters and their

replacement with internal shutters would further improve the visual appearance of the building by creating a more active frontage with a less industrial character.

**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 the Fallowfield cycling loop, with the nearest residential properties situated approximately 18m away. Given this separation distance, the established commercial context of the surroundings, and the fact that no extensions are proposed to the existing building, the development is not expected to result in unacceptable impacts on residential amenity. In particular, the proposal would not give rise to issues of overshadowing, loss of light, loss of outlook, or loss of privacy for nearby occupants.

**Waste storage** – the submitted Waste Management Strategy confirms provision of the following: one 240L general waste bin; one 240L dry recycling bin; one 240L food waste bin; and one 240L glass/plastics bin, all to be collected weekly by a licensed waste carrier from the designated collection point. The bins would be stored within a close-boarded timber enclosure located to the rear of the premises, which includes a wash-down facility connecting to the existing drain.

Environmental Health have reviewed the proposals and raised no objections to the waste storage arrangements, and no concerns were identified by Highways Services.

**Parking** – the proposal includes four parking bays within the site's car parking area, one of which would be a designated disabled bay. In addition, one untethered 7kW electric vehicle charging point would be installed to the rear of the building.

Highways Services have reviewed the proposal and noted that, based on the gross internal area of the premises, five parking spaces would ordinarily be expected. However, the provision of four bays is considered acceptable in this instance due to the availability of secure cycle storage and the presence of alternative parking opportunities on adjacent streets.

The electric vehicle charging arrangements were also confirmed as acceptable.

**Cycle parking** – the proposal includes a steel cycle shelter located to the rear of the existing garage/outbuilding, providing secure accommodation for four cycles. Highways Services have reviewed the details and confirmed that the proposed cycle parking arrangements are acceptable.

**Boundary treatment** - the proposal includes several alterations to the site's front boundary treatment, including the infilling of existing openings with brickwork matching the existing wall, the installation of a new black steel pedestrian gate, and the cleaning and repointing of the existing boundary walls.

The existing boundary wall adjacent to the vehicular access gates would be reduced to ground level, with the existing steel gates re-sited 2m further into the site and refurbished through cleaning and repainting in black.

New black weld-mesh fencing, measuring to 2.5m in height to match the existing gates, would be erected along the western boundary of the plot, on either side of the access gates, and to the east of the car parking area.

Highways Services have reviewed these alterations and confirmed they are acceptable in terms of maintaining adequate pedestrian and vehicle visibility. The proposed boundary treatment is not considered to result in harm to visual amenity and would remain in-keeping with the surrounding street scene.

**Hard landscaping** – the proposed hard landscaping works are considered acceptable. The application indicates that the existing concrete yard and parking area would be resurfaced with a new course of tarmac. This approach would provide a more uniform and durable finish, improving the functional quality of the external areas without altering the established character of the site. Tarmac is a common and appropriate surfacing material for commercial and service yard environments, and its use is not expected to give rise to any adverse visual impacts.

To the front of the site, the removal of the existing paving and its replacement with new 450mm x 450mm slabs to create level access represents an enhancement. The works would improve accessibility for all users in line with good inclusive-design principles and would ensure a cleaner and more coherent appearance to the site frontage. The scale and nature of these alterations are modest and would not harm the visual amenity of the area.

**Soft landscaping** – the applicant and their agent were invited to explore opportunities for incorporating soft landscaping within the scheme. They explained that the site sits within a strongly urban commercial context, with the only potential area for planting located between the building's north elevation and the back-of-pavement wall. This area would remain in constant shade, limiting the viability of meaningful planting. Given this justification, the absence of soft landscaping is considered acceptable in this instance.

**Hours of use** – the submitted application form confirms the proposed hours of operation for the office premises as follows:

- Monday to Friday: 08:00–18:00
- Saturday: 08:00–18:00
- Sundays and Bank Holidays: 10:00–16:00

These operational hours are considered reasonable and typical for an office use of this nature and are not expected to give rise to unacceptable levels of noise or disturbance to nearby occupiers. Environmental Health have reviewed the proposed hours and raised no objections, indicating that the use is unlikely to result in adverse amenity impacts.

**Use** – the proposed office use is considered appropriate for the site and its surroundings. The building is located approximately 18m from the nearest residential properties, a separation distance that is sufficient to ensure that the use would not result in undue noise, activity, or general disturbance for neighbouring occupiers. Given the nature of office activity, typically low-intensity, daytime-focused, and with limited external noise generation, the proposed use is not anticipated to give rise to adverse amenity impacts.

Furthermore, the surrounding area exhibits a mixed character, comprising a combination of residential, commercial, and service-based uses. In this context, the introduction of an office function would be consistent with the existing pattern of development and would not appear out of place. The proposal would therefore integrate comfortably within its setting and maintain the established character of the local environment.

Overall, the proposed office use is considered acceptable in land-use terms, would not harm the living conditions of nearby residents, and would be in keeping with the mixed character of the area.

**Conclusion** – taking all of the above matters into account, the proposal is considered acceptable in terms of its principle of development; its siting, scale, and massing; its impact on the appearance of the building; and its effects on visual and residential amenity, waste storage,

and parking. The development is therefore judged to accord with policies DM1 and SP1 of the Core Strategy, policy JP-P1 of the Places for Everyone Joint Development Plan Document, and the relevant guidance within chapter 12 of the National Planning Policy Framework.

## **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. Minor issues have arisen during the consideration of this application and the officer negotiated with the agent to reach a satisfactory resolution.

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

#### **1) 3-year time limit:**

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

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

#### **2) Specified plans:**

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

'FRONT ELEVATION AS PROPOSED', as shown on the drawing titled 'Streetscene Elevations as Existing and Proposed', numbered '25 510 PL102 P2', received by the City Council as Local Planning Authority on the 16<sup>th</sup> January 2026.

'Proposed Site and Floor plans', numbered '25 510 PL100 P3', received by the City Council as Local Planning Authority on the 16<sup>th</sup> January 2026.

'Proposed elevations', numbered '25 510 PL101 P2', received by the City Council as Local Planning Authority on the 16<sup>th</sup> January 2026.

Electric vehicle charger specification titled 'VEC01 Untethered EV Charger', received by the City Council as Local Planning Authority on the 29<sup>th</sup> December 2025.

Materials details provided within the submitted application form, received by the City Council as Local Planning Authority on the 1<sup>st</sup> December 2025.

'Appendix E – Waste Management Strategy', received by the City Council as Local Planning Authority on the 1<sup>st</sup> December 2025.

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

### **3) Materials:**

The materials used in the external surfaces of the development hereby approved shall be those as specified on the following drawings/documents labelled:

'FRONT ELEVATION AS PROPOSED', as shown on the drawing titled 'Streetscene Elevations as Existing and Proposed', numbered '25 510 PL102 P2', received by the City Council as Local Planning Authority on the 16<sup>th</sup> January 2026.

'Proposed Site and Floor plans', numbered '25 510 PL100 P3', received by the City Council as Local Planning Authority on the 16<sup>th</sup> January 2026.

'Proposed elevations', numbered '25 510 PL101 P2', received by the City Council as Local Planning Authority on the 16<sup>th</sup> January 2026.

Materials details provided within the submitted application form, received by the City Council as Local Planning Authority on the 1<sup>st</sup> December 2025.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

### **4) Hours of use:**

The office premises shall not be open outside the following hours:

Monday to Friday: 08:00-18:00

Saturday: 08:00-18:00

Sundays and Bank Holidays: 10:00–16:00

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

### **5) Use restriction:**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) the premises shall only be used as an office, and for no other purposes within Class E of the Schedule to the Town and Country Planning (Use Classes)

Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity and highways safety, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

#### **6) Car parking:**

The car parking shown on the approved drawing titled 'Proposed Site and Floor plans', numbered '25 510 PL100 P3', received by the City Council as Local Planning Authority on the 16<sup>th</sup> January 2026, to serve the development hereby permitted shall be laid out and made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason - To ensure that there are adequate arrangements for the parking of cars pursuant to policy DM1 of the Manchester Core Strategy.

#### **7) EV charging:**

The electric vehicle charging provision shall be implemented in accordance with the details shown on the approved plan titled 'Proposed Site and Floor plans', numbered '25 510 PL100 P3', received by the City Council as Local Planning Authority on the 16<sup>th</sup> January 2026, and the electric vehicle charger specification titled 'VEC01 Untethered EV Charger', received by the City Council as Local Planning Authority on the 29<sup>th</sup> December 2025

The approved electric vehicle charging facilities shall be fully installed and operational prior to the first use of the development and shall thereafter be retained and maintained for the lifetime of the development.

Reason - To promote sustainable travel and low-emission vehicle use, in accordance with Policies SP1, T1, and DM1 of the Manchester Core Strategy.

#### **8) Cycle store:**

The cycle store, shown on the approved plan titled 'Proposed Site and Floor plans', numbered '25 510 PL100 P3', received by the City Council as Local Planning Authority on the 16<sup>th</sup> January 2026, shall be implemented and be in place prior to the first use of the development and shall be so maintained and retained at all times thereafter.

Reason - To ensure that adequate provision is made for cycle parking, pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy.

#### **9) Waste Management Strategy:**

The development hereby approved shall be carried out in accordance with the details set out in the submitted Waste Management Strategy titled 'Appendix E – Waste Management Strategy' received by the City Council as Local Planning Authority on the 1<sup>st</sup> December 2025.

For the avoidance of doubt, this includes the type, number, location and collection arrangements for all waste and recycling containers.

The approved waste storage and management provisions shall be fully implemented prior to first use of the development and shall thereafter be retained and maintained for the lifetime of the use.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

#### **10) Bin store:**

The bin storage area shown on the approved plan titled 'Proposed Site and Floor plans', numbered '25 510 PL100 P3', received by the City Council as Local Planning Authority on the 16<sup>th</sup> January 2026, shall be made available as part of the development and used for the storage of refuse. The bin storage area shall be retained for that purpose.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

#### **11) Boundary treatment:**

The boundary treatment shall be carried out in accordance with the details shown on the approved plans titled 'Proposed Site and Floor plans', numbered '25 510 PL100 P3', received by the City Council as Local Planning Authority on the 16<sup>th</sup> January 2026 and the 'FRONT ELEVATION AS PROPOSED', as shown on the drawing titled 'Streetscene Elevations as Existing and Proposed', numbered '25 510 PL102 P2', received by the City Council as Local Planning Authority on the 16<sup>th</sup> January 2026.

The approved boundary treatment shall be fully implemented prior to the first use of the development and shall thereafter be retained and maintained for the lifetime of the development.

Reason – To ensure the development provides an appropriate and visually acceptable boundary treatment, in the interests of visual amenity, residential amenity, and highways safety, in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

## **Appendix 1 – List of consultees & neighbours notified**

Highway Services  
Environmental Health

J CAVANAGH LTD, Fallowfield Timber Co, Ladybarn Road, Manchester, M14 6WW  
Flat 1, 42 Ladybarn Road, Manchester, M14 6WW  
9A Ladybarn Road, Manchester, M14 6WN  
Sainsbury's, 347 Wilmslow Road, Manchester, M14 6SS  
7B Ladybarn Road, Manchester, M14 6WN  
7A Ladybarn Road, Manchester, M14 6WN  
Flat B, 5 Ladybarn Road, Manchester, M14 6WN  
3A Ladybarn Road, Manchester, M14 6WN  
Flat 6, 13 Ladybarn Road, Manchester, M14 6WN  
Flat 3, 13 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  
Bentleys, Harburg House, 11 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  
Area Team Boundary - Name: SOUTH AREA