MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	142871/FO/2025
Date registered valid:	6 May 2025
Proposal:	Erection of a single storey side and rear extension to existing detached garage and conversion to form a 1 bedroom detached dwelling with associated landscaping, parking and boundary treatment together with the creation of vehicular access for 239 Barlow Moor Road
Address:	239 Barlow Moor Road, Manchester, M21 7QL
Ward(s):	Chorlton Park Ward
Applicant:	Mr & Mrs Tadman
Agent (if any):	Mr Simon Casey, BlueChip Architecture Ltd
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Refuse
Date of recommendation:	30 June 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 22 May 2025

Standard consultations:
Printed: 15 May 2025 Expired: 6 June 2025

Neighbour notifications
Printed: 15 May 2025 Expired: 6 June 2025

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

239 Barlow Moor Road is a 2 storey detached dwelling located to the east of the Barlow Moor Road/Aldermary Road. To the north of the site, on the opposite side of Barlow Moor Road, lies Southern Cemetery, while to the south stands no. 1 Aldermary Road, one half of a pair of 2 storey semi-detached dwellings. To the east of the site there are further dwellings, while to the west, on the opposite side of Aldermary Road, there is a café/restaurant operating out of no. 241 Barlow Moor Road.

The area to the south of Barlow Moor Road is predominantly residential in nature, while Barlow Moor Road in this location is made up of a mix of dwellings and commercial uses.

Listed building: No
Conservation area: No
Tree Preservation Order: No

Description of development

The applicant is proposing to erect a single storey side and rear extension to the existing detached garage in association with its conversion into a 1-bedroom detached dwelling, along with associated landscaping, parking and boundary treatment. In addition, the applicant is proposing to create a separate vehicular access for 239 Barlow Moor Road off Aldermary Road.

A previous application to erect a 2 storey detached dwelling on the site was refused in April 2024 under reference 138761/FO/2023.

Consultations & Notification Responses

Local Residents – Two letters of support have been received from local residents, the comments are summarised below:

- This development looks beautiful and meticulously thought through. Currently there is just a old tired garage and something nice and new would be lovely to look at and be much more in keeping with the rest of the road.
- The proposal will be executed well.

Highway Services – Have made the following comments:

- The number of vehicular trips associated with the proposed dwelling is expected to be minimal with no highway capacity concerns.
- Observations indicate that there is an existing '20mph' traffic sign adjacent to the proposed vehicular access for No. 239 Barlow Moor Road. Clarification is sought on whether the traffic sign will impact vehicular access into the site.
- Clarification is required on the car parking dimensions for No. 239 Barlow Moor Road and proposed dwelling. This should be shown on an updated dimensioned plan.
- All individual driveway parking spaces should be a minimum of 3.0m x 6.0m.
- Highways request that a pedestrian visibility splay is provided at the driveways for the proposed dwelling and No. 239 Barlow Moor Road.
- Provision of an Electrical Vehicle charging point (minimum 7kW) should be made available for the proposed residential dwelling, in line with MCC Residential Guidelines.
- A secure and sheltered cycle store is to be provided within the curtilage of the site. This is acceptable in principle.
- It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.
- Waste bins are to be located within the curtilage of the proposed dwelling. This is acceptable from a Highways perspective. It is assumed that refuse bins associated with No. 239 Barlow Moor Road will be located within the curtilage of the site - Confirmation is required and should be shown on an updated plan.
- It is recommended that a brief Construction Management Plan is provided prior to any construction works beginning and should be conditioned.

Environmental Health – Suggests the imposition of conditions designed to protect residential amenity and public health.

Policies

The National Planning Policy Framework (December 2024) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

c) approving development proposals that accord with an up-to-date development plan without delay; or
d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear strong reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

In addition to the above, Section 5 (*Delivering a sufficient supply of homes*) and 12 (Achieving well-designed places) are of relevance:

Paragraph 61 in section 5 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.

Paragraph 73 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;

b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom-build housing;

c) use tools such as area-wide design assessments, permission in principle and Local Development Orders to help bring small and medium sized sites forward;

d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and

e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

Paragraph 131 in Section 12 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 137 states that design quality should be considered throughout the evolution and assessment of individual proposals.

Paragraph 138 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design[54], taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sited in sustainable locations and which takes account of
- the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;

- Be designed to give privacy to both its residents and neighbours.

Policy H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy EN19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate 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.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Manchester Residential Quality Guidance 2016 – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Guide to Development in Manchester Supplementary Planning Guidance – Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Issues

Principle of the Proposal – While the site is located within a predominantly residential area, the principle of developing what is effectively a bungalow on this plot is not supported. The site is notably smaller than the surrounding plots within the estate, leading to a form and pattern of development that would appear incongruous with the established character of Aldermary Road. Moreover, the limited plot size would not allow for the provision of sufficient private amenity space, i.e. no private rear garden is provided, resulting in a substandard level of accommodation for future occupiers.

Character of the Area – The established character of Aldermary Road is defined by a consistent pattern of Inter-War era development, comprising predominantly semi-detached dwellings set along a well-defined building line. These properties are regularly spaced, contributing to a sense of visual rhythm and spaciousness, with uniform front gardens, side driveways providing off-street parking, and generously proportioned rear gardens. Glimpses of these rear garden spaces between properties enhance the open, suburban character of the street scene. The introduction of a detached dwelling in close proximity to No. 1 Aldermary Road would disrupt this prevailing pattern. The proposed siting would result in a noticeable reduction in the visual separation between dwellings, eroding the spacious character of the area. Furthermore, the limited size of the plot would prevent the provision of a rear garden commensurate with those of surrounding properties, further contributing to a development that is out of keeping with the established character of the street.

Visual Amenity – The proposed development fails to reflect the key architectural features, scale, and established rhythm that define the character of dwellings along Aldermary Road. The design does not successfully respond to the prevailing form, detailing, or materials characteristic of the surrounding built environment. In addition, the siting of the proposed dwelling in such close proximity to the neighbouring property would result in a cramped appearance, undermining the sense of openness that currently contributes to the visual quality of the streetscape. As such, it is considered that the proposal would result in an incongruous and visually intrusive form of development, to the detriment of the visual amenity currently enjoyed within the locality.

Residential Amenity – Given the orientation of the proposed and neighbouring dwellings it is not considered that the proposal will lead to any loss of privacy.

Standards of Accommodation – While the proposed dwelling meets the City Council's internal space standards by providing over 50m² of accommodation, the overall quality of the residential environment is compromised by the disproportionate ratio of built footprint to plot size. The limited plot depth severely restricts the ability to provide meaningful and usable private amenity space. Although an area of open space is proposed to the front of the property, this cannot be considered private due to its visibility from the public realm and lack of enclosure. Consequently, the development fails to deliver an acceptable standard of outdoor amenity space for future occupiers, contrary to the expectations of good residential design and established policy requirements.

Pedestrian and Highway Safety – It is not considered that the proposed dwelling would significantly increase the level of traffic along Aldermary Road so as to prove detrimental to the levels of pedestrian and highway safety enjoyed along that road.

Car Parking – The level of car parking proposed for the existing and proposed dwellings is considered acceptable in this instance. It is considered that the design matters raised by Highway Services could be resolved by planning condition should the application be recommended for approval.

Other Legislative Requirements

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

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

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

Recommendation: Refuse

Article 35 Declaration

The proposal was assessed against the policies within the Manchester Core Strategy Development Plan Document, the guidance contained within the National Planning Policy Framework and National Design Guide. The applicant was advised that the provision of residential accommodation in this location would not be appropriate as it was out of character with the pattern of development and have an unduly detrimental impact upon neighbouring residents. As the nature of the proposal was considered to be unacceptable and the applicant has requested that the proposal be determined in its current format, a solution that was acceptable to both the Local Planning Authority and the applicant could not be reached.

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

1) The proposed development, by reason of its design and siting, would be out of character with the historic pattern of development in the area and result in an incongruous feature in the streetscene. It would therefore be detrimental to existing levels of visual amenity enjoyed within the vicinity of the site and contrary to Policies SP1 and DM1 in the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework and National Design Guide.

2) The proposed development, due to its design and layout, would result in the provision of inadequate levels of private external amenity space for the proposed dwelling. As a result, the proposal would be contrary to the guidance contained within the Manchester Residential Quality Guidance, the National Planning Policy Framework, the National Design Guide and policy DM1 in the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
2B Aldermary Road, Manchester, M21 7QN
2A Aldermary Road, Manchester, M21 7QN
3 Aldermary Road, Manchester, M21 7QW
1 Aldermary Road, Manchester, M21 7QW
2 Aldermary Road, Manchester, M21 7QN
237 Barlow Moor Road, Manchester, M21 7QL
4 Aldermary Road, Manchester, M21 7QN
241 Barlow Moor Road, Manchester, M21 7QL

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA