

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143975/00/2025

Date registered valid: 15 September 2025

Proposal: Outline application (access and layout only) for the erection of a 2 storey detached dwellinghouse (Class C3) with associated parking and amenity space

Address: Land to the side of no. 465 Barlow Moor Road, Manchester, M21 8AU

Ward(s): Chorlton Park Ward

Applicant: Mrs Ruth Walker, Walker Architectural Design Ltd

Agent (if any): Mrs Ruth Walker, Walker Architectural Design Ltd

Case officer: David Lawless
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Recommendation: Refuse

Date of recommendation: 11 March 2026



Application details

Type of application: Outline Consent

Development type: Minor Dwellings

Date of site visit: 1 October 2025

Standard consultations:

Printed: 23 September 2025

Expired: 14 October 2025

Neighbour notifications

Printed: 23 September 2025

Expired: 14 October 2025

Site notice

No site notice has been produced

Press advert

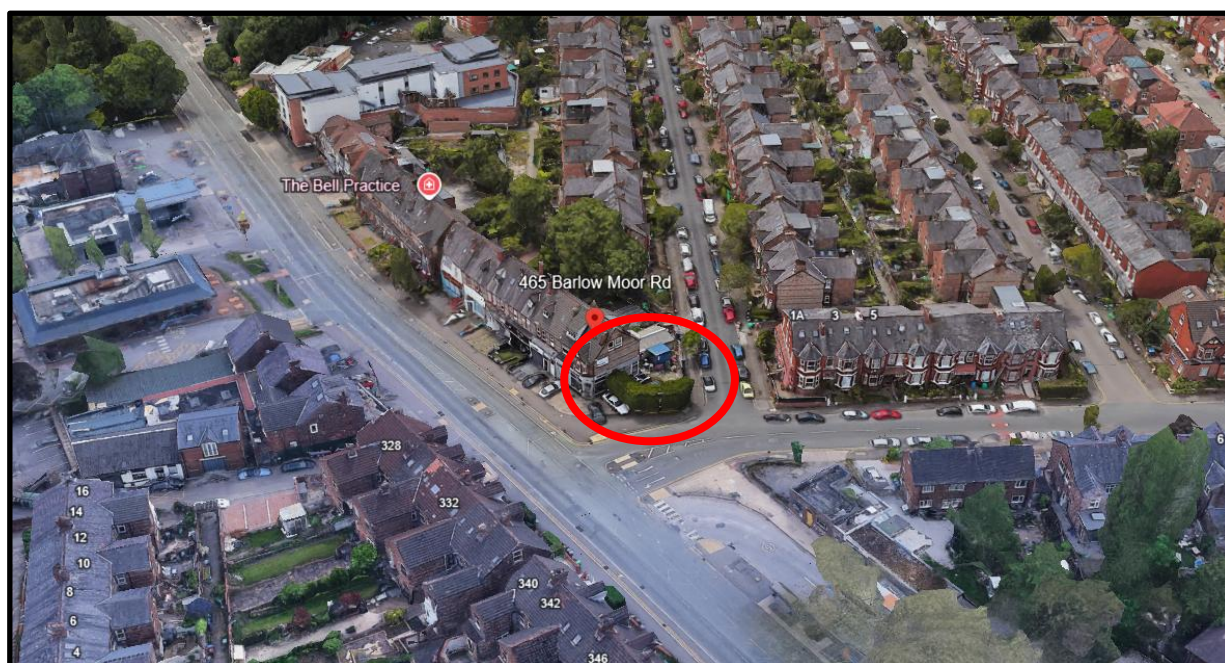
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

465 Barlow Moor Road is a 2 storey end terraced property currently in commercial use on the ground floor with residential above. The site is situated within the Chorlton District Centre. The property is located to the south of the junction with Beech Road. To the side and rear of the property there is a hardsurfaced area used for storage and carparking. Beyond the side boundary lies Beech Road, while beyond the rear boundary lies Claude Road. Both roads are predominantly residential in nature. On the opposite side of Barlow Moor Road there is a mix of residential and commercial properties. The site is shown below:



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

Description of development

The applicant is seeking outline consent (access and layout only) for the erection of a 2-storey detached dwellinghouse on land at the side of no. 465 Barlow Moor Road. One car parking space is proposed at the rear of the side and this would be accessed off Beech Road. Amenity space is proposed to the front, side and rear of the property. The proposed layout is shown below:



The applicant originally proposed a detached dwellinghouse on the site. However, following concerns regarding its design and its relationship to the surrounding pattern of development, the scheme was amended so that the proposed dwelling is now an end-terraced property.

Consultations & Notification Responses

Local Residents – Three letters of objection have been received, along with one representation. The comments are summarised as follows:

Objections:

- The proposed two-storey dwelling would result in an unacceptable loss of privacy and personal space due to its proximity to the objector's front door, bathroom, and bedroom windows, and would also reduce natural light to the property.
- The development is considered out of keeping with the established urban grain and would appear incongruous on a constrained site. The design is described as poor, non-descript, and inappropriate for a prominent corner location, failing to reflect local architectural detailing.
- The proposal would undermine the character of the area and any future efforts to improve the streetscape, leading to harm to visual amenity.

Representations:

- If planning permission is granted, a condition should require the installation of at least four integral Swift nest bricks to enhance biodiversity.
- Swifts have declined by over 60% in the last 25 years and are now a Red-listed species and a priority for conservation. Installing Swift bricks during construction is simple, inexpensive, and provides long-term benefits.

Chorlton Civic Society – No comments received.

Highway Services (HS) – HS have submitted the following comments:

- Given that the proposed development is resultant in one additional residential dwellings, the number of vehicular trips associated with the site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway capacity concerns.
- Observation indicates that there is an existing vehicular access to the site from Claude Road with vehicular crossover present. Drawing No. WA075 P105 notes that a new opening is to be formed from Claude Road to accommodate 1no. driveway parking space. There is an existing tree located adjacent to the proposed driveway opening which may obstruct vehicular access and potentially require removal. HS do not accept new driveway access points located within 10m of a junction for safety reasons.
- Individual driveway parking spaces should be a minimum of 3 metres x 6 metres.
- It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available.
- In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.

- 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. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway. Further information is required on whether the proposed front boundary treatment will affect the visibility of vehicles turning left and right onto Barlow Moor Road from Beech Road. Highways request that a visibility splay assessment is carried out at the junction of Beech Road and Barlow Moor Road.

Environmental Health (EH) – EH suggests the imposition of a number of conditions designed to protect public health and residential amenity.

Greater Manchester Police (GMP) – Whilst acknowledging that the application is in outline form, GMP have raised concerns regarding the proposed development:

- The arrangement of the house, amenity space, and parking bay may not be entirely practical.
- Congestion frequently experienced on Claude Road could make access to and from the proposed parking space difficult. It is questioned whether a parking space is necessary in such a highly accessible location.
- The usability of the proposed amenity space is doubtful, as both the side and front areas are modest in size. The front garden offers no privacy to future residents due to its position adjacent to a busy road, junction, and the entrance to commercial premises. There is also concern that the front garden could lead to greater interference between parked cars and pedestrian movement along Barlow Moor Road.
- The plans do not show any boundary treatment to secure the rear of the property from Claude Road; a secure boundary is recommended.
- The installation of French doors as a primary means of access is discouraged, particularly if the Claude Road boundary remains unsecured.
- No provision for secure cycle parking is indicated on the plans.

It is noted that poorly designed and constructed dwellings can attract crime and disorder, negatively impacting both the quality of life for future occupants and neighbouring residents.

While there is no objection to the principle of residential development, given the site's prominence and associated issues, the application cannot be supported in its current form.

Policies

Draft National Planning Policy Framework (December 2025) - The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. A draft revised NPPF was published for consultation on 16 December 2025. The consultation period runs for 12 weeks and will close on 10 March 2026.

The draft NPPF proposes significant changes to the structure and content of national policy. These include a move to Local Plan-style policy sections, a clearer distinction between plan-making and decision-making policies, and the reintroduction of strategic planning through Spatial Development Strategies. Other notable changes include an expanded presumption in favour of sustainable development, policies promoting higher densities around transport hubs, and support for small and medium-scale housing schemes through a new "medium development" category. The draft also integrates National Development Management Policies, strengthens climate change and biodiversity policies, and introduces measures to encourage clean energy and critical minerals development.

Once adopted, the revised NPPF will replace the current framework and form a key part of national planning policy. At this stage, as the document is subject to consultation and has not yet been finalised, while still a material consideration, it can only be afforded limited weight in the determination of planning applications. In this instance, the relevant sections are outlined below:

Policy DM3 (*Determining development proposals*) – When considering development proposals, local planning authorities should:

- a) Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;
- b) Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;
- c) Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals;
- d) Consult statutory or internal consultees only where it is necessary to do so. Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines unless there is insufficient information to make the decision or more detailed advice may enable an approval rather than a refusal;
- e) Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and
- f) Not refuse applications for development which should clearly be approved, having regard to its accordance with the development plan, the policies in this Framework and any other material considerations.

Policy HO7 (*Meeting the need for homes*) – In applying the policies in this Framework, substantial weight should be given to the benefits of providing accommodation that will contribute towards meeting the evidenced needs of the local community, taking into account any up-to-date local housing need assessment, and other relevant evidence (including the extent to which there is a five year supply of deliverable housing and traveller sites, and performance against the Housing Delivery Test).

Policy L2 (*Making effective use of land*) – Substantial weight should be given to the benefits where a development proposal would achieve one or more of the following:

- a) Remediating despoiled, degraded, derelict, contaminated or unstable land;
- b) Making better use of vacant and under-utilised land and buildings (such as by bringing back into residential use empty homes and other suitable buildings; converting space above shops; redeveloping under-utilised retail sites; and building on or above service yards, lock-ups, car parks and other transport infrastructure);
- c) Making effective use of previously developed land and buildings through temporary uses, in situations where alternative development is anticipated within a reasonable period (including as a result of the land being allocated for an alternative purpose in the development plan);
- d) Creating additional homes within settlements by using the airspace above existing residential and commercial premises, or through sensitive redevelopment or additional development within existing plots (including, but not limited to, the addition of mansard roofs, proposals to fill gaps in the existing roof line, the introduction of higher buildings at street corners and additional units within residential curtilages). Such proposals should:
 - i. be consistent with the overall street scene, other than where it is appropriate to have larger buildings such as at street corners, or where specific changes are provided for through a design code which forms part of a development plan;

- ii. maintain safe access and egress for occupiers and users, and acceptable living standards for residents and neighbours in terms of access to daylight, sunlight, privacy and external amenity space; and 56 iii. where the development would involve the use of residential curtilages, not occupy more than twice the footprint of the existing building on the site, and retain at least 50% of the non-developed area within the building curtilage.

Policy DP3 (*Key principles for well-designed places*) – To respond to their context and create well-designed places development proposals should:

- a) Context: respond to the history, character and features of the site and its setting, so that it integrates into and enhances its surroundings (such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets).
- b) Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after.
- c) Climate: contribute to climate change mitigation and adaptation and the transition to net zero, by using building layouts, building orientation, massing, landscaping and materials which conserve energy and other resources, and which minimise risks from the impacts of climate change including overheating.
- d) Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport.
- e) Built Form: use the pattern of buildings to define the arrangement of streets, squares and other spaces, promote compact forms of development to optimise the site's potential, distinguish between public and private areas, create focal points and, where appropriate, enhance views into and out of the scheme.
- f) Identity: create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.

It states further that development proposals that are not well designed should be refused, when assessed against this policy and local design policies, guides, codes and masterplans set out in the development plan. Substantial weight should be given to compliance with these policies when assessing the design quality of proposals.

Policy TR4 (Street design, access and parking) – To contribute to creating well-designed places, transport considerations should be integral to the design of development, e.g. proposals should provide a suitable number of parking spaces where appropriate, reflecting the location and nature of the development, any locally-set standards in the development plan, and including adequate provision of spaces that allow for the charging of plug-in vehicles in safe, accessible and convenient locations.

Policy P3 (Living Conditions) – Development proposals should: a) Be appropriate for their location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. b) Provide healthy living conditions for occupiers and users in terms of having adequate access to light and avoiding exposure to levels of air, noise, artificial light or other sources of pollution which could have an unacceptable adverse effect on health and wellbeing; and c) Not give rise to, or contribute to, an unacceptable level of access to daylight and sunlight for neighbouring residents and occupiers, or unacceptable levels of air, noise, artificial light, water, soil or other forms of pollution on or beyond the site.

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, Sections 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 135 states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

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

Paragraph 139 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, 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.

Policy JP-H1 (Scale, Distribution and Phasing of New Housing Development) – This sets out the target for provision of new dwellings within the plan area over the period 2022-2039 and that each local authority will monitor delivery rates within their area and will take action as necessary to ensure that delivery rates are maintained as anticipated in this plan.

Policy JP-H3 (Type, Size and Design of New Housing) – This policy indicates that development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods.

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 sites 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 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.

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 – This part of Chorlton is defined by neighbourhoods of red-brick terraced and semi-detached dwellinghouses, intersected by Barlow Moor Road, around which the Chorlton District Centre is focused. The dwellinghouses are arranged in a linear form with uniform plot sizes and they are aligned parallel to the street with small front gardens and larger rear gardens. Their design reflects the typical characteristics of late Victorian or Edwardian housing.

No. 465 Barlow Moor Road is part of an attractive Victorian terraced grouping located within the district centre. Originally built as dwellinghouses in the late 19th Century, the terrace now consists mainly of commercial uses on the ground floor with residential accommodation above. While the ground floors have been altered to incorporate shop frontages on the whole the upper floors of the terrace remain untouched.

The proposed dwelling, by reason of its design, scale and siting, would appear incompatible with the established appearance and retail character of the existing terrace and the wider streetscape. Its noticeably smaller footprint, reduced eaves height and overall proportions fail to reflect the architectural rhythm of the Victorian terrace, which is characterised by taller storey heights, strong vertical emphasis and traditionally proportioned openings. The proposed building's modest scale, resulting from the constrained size and irregular shape of the site and estate-style form are more akin to contemporary suburban housing and would therefore contrast starkly with the robust Victorian character of the terrace. As a result, it is considered the proposed development would appear visually incongruous and disruptive within the street scene.

Given the above, the principle of erecting a dwellinghouse in this location is considered unacceptable and contrary to the established pattern of development.

Standard of Accommodation – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments. The proposed development has been assessed against these standards.

The amount of floor space proposed and that required under the guidance is detailed below:

- Circa 120m² floorspace proposed (between 106m² to 130m² required by the space standards)

While the proposal meets the City Council's internal space standards, the overall quality of the residential environment is compromised by the disproportionate ratio of built footprint to plot size. The limited plot size and irregular shape depth severely restricts the ability to provide meaningful and usable private amenity space. 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.

Design – The proposed dwelling is architecturally incompatible with the established Victorian property to which it would adjoin. The existing building and the remainder of the terrace is characterised by tall storey heights, vertically proportioned windows, and traditional detailing including a pitched roof, which in the case of no. 465 Barlow Moor Road, has a defined gable.

In contrast, the proposed dwelling introduces a noticeably lower and more compressed form, with a broad, modern roof profile and a dormer that bears little relationship to the historic roofscape. The fenestration is similarly incongruous: the Victorian elevation displays a coherent arrangement of traditionally styled openings, whereas the proposed scheme features modern window shapes and an oversized framed opening that disrupts the prevailing rhythm. The absence of period detailing and the use of contemporary proportions result in a façade that reads as a separate, unrelated building rather than a continuation of the terrace. Consequently, the proposal would appear visually intrusive and out of keeping with the established character of the street scene. As a result, the design of the proposed dwelling, the front elevation of which can be seen below, is considered unacceptable.



Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Impact on Privacy – The proposed dwelling would not introduce window positions or vantage points that would result in unacceptable overlooking of adjoining properties. As such, it is not considered that the development would lead to a loss of privacy for neighbouring residents.

Noise – The proposal relates to a single dwellinghouse and the activities associated with it would be domestic in nature. It is therefore not considered that the development would generate noise levels above those normally expected within a residential area.

Daylight and Overshadowing – Owing to the orientation, siting and height of the proposed dwelling, it is not considered that the development would give rise to undue overshadowing of any adjoining properties or their associated garden areas. The proposal is therefore not expected to result in a material loss of daylight.

In summary, the proposal is not considered to give rise to any unacceptable impacts upon the residential amenity of neighbouring occupiers.

Visual Amenity – While it is recognised that modern architecture can, in some circumstances, contribute positively to traditional neighbourhoods, national guidance and local policy make it clear that new development must be informed by, and respond sensitively to, its context. In this case, the proposal does not do so. The surrounding area is defined by Victorian and Edwardian properties of established and coherent architectural character, but the proposed dwellinghouse has failed incorporate any of these defining qualities. Its form, proportions and detailing do not draw upon the prevailing vernacular, nor do they enhance or reinforce local distinctiveness. As a result, the development would neither respect nor complement its context and would instead cause harm to the existing levels of visual amenity enjoyed along this section of Barlow Moor Road and upon overall character of the area.

Pedestrian and Highway Safety – The introduction of a single dwellinghouse is not anticipated to result in a material increase in traffic movements to or from the site. The scale of the proposal is such that any additional vehicular activity would be negligible and would not give rise to conditions that would justify refusal of the application on highway safety grounds.

The provision of a single off-street parking space is considered acceptable in principle. However, it is acknowledged that its implementation would need to comply with a number of detailed requirements set out by Highways Services.

Drainage – The proposal does not present any drainage issues that could not be satisfactorily addressed through the application of the standard surface water drainage condition.

Air Quality – During the construction phase of the development there is the potential for air quality impacts. However, assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate measures are implemented during the construction phase. It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the site. However, given the number of units proposed the overall significance of potential impacts is considered to be low.

Security – The comments of GMP are acknowledged. Although the proposal is not supported overall, it is considered that the security concerns identified could be adequately addressed through the imposition of appropriate planning conditions.

Other benefits – It is noted that the proposal would contribute towards provision of a new residential dwellinghouse within an established and sustainable urban area. Whilst these benefits are acknowledged they are not considered to outweigh the harm identified in the previous sections of this report.

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

The proposal was assessed against the policies within the Manchester Core Strategy Development Plan Document and the guidance contained within the National Planning Policy Framework. The applicant was advised that the proposal would have a detrimental impact upon the existing levels of visual and residential amenity enjoyed within the vicinity of the site. As the nature of the proposal is 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 scale, siting, and plot subdivision, would represent an overdevelopment of the site that would result in a cramped and incongruous form of development out of keeping with the established pattern of development and overall character of the surrounding area. It would therefore be detrimental to existing levels of visual amenity enjoyed within the vicinity of the site and would be contrary to the guidance contained within the National Planning Policy Framework and National Design Guide, Policies SP1 and DM1 in the Manchester Core Strategy.

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
Heritage & Urban Design
Greater Manchester Police
United Utilities Water PLC
Chorlton Civic Society

Flat 2, 463A Barlow Moor Road, Manchester, M21 8AU
Flat 1, 463A Barlow Moor Road, Manchester, M21 8AU
2A Beech Road, Manchester, M21 8BQ
336 Barlow Moor Road, Manchester, M21 8AY
HOOKAHS, Ground Floor, 320 Barlow Moor Road, Manchester, M21 8AY
330B Barlow Moor Road, Manchester, M21 8AY
330A Barlow Moor Road, Manchester, M21 8AY
1C Beech Road, Manchester, M21 8BX
1B Beech Road, Manchester, M21 8BX
1A Beech Road, Manchester, M21 8BX
461B Barlow Moor Road, Manchester, M21 8AU
Flat Above, 318 Barlow Moor Road, Manchester, M21 8AY
Flat 2, 459 Barlow Moor Road, Manchester, M21 8AU
Flat 2, 338 Barlow Moor Road, Manchester, M21 8AY
First Floor Flat, 320 Barlow Moor Road, Manchester, M21 8AY
463B Barlow Moor Road, Manchester, M21 8AU
326 Barlow Moor Road, Manchester, M21 8AY
334A Barlow Moor Road, Manchester, M21 8AY
334 Barlow Moor Road, Manchester, M21 8AY
322B Barlow Moor Road, Manchester, M21 8AY
Bus Station Next To Police Station, Barlow Moor Road, Manchester, M21 8AT
Flat 3, 459 Barlow Moor Road, Manchester, M21 8AU
Flat 1, 459 Barlow Moor Road, Manchester, M21 8AU
Flat 4, 338 Barlow Moor Road, Manchester, M21 8AY
Flat 3, 338 Barlow Moor Road, Manchester, M21 8AY
Flat 1, 338 Barlow Moor Road, Manchester, M21 8AY
465A Barlow Moor Road, Manchester, M21 8AU
328 Barlow Moor Road, Manchester, M21 8AY
461 Barlow Moor Road, Manchester, M21 8AU
457 Barlow Moor Road, Manchester, M21 8AU
318 Barlow Moor Road, Manchester, M21 8AY

Police Station, Barlow Moor Road, Manchester, M21 8DQ
461A Barlow Moor Road, Manchester, M21 8AU
322 Barlow Moor Road, Manchester, M21 8AY
4 Claude Road, Manchester, M21 8BY
2 Claude Road, Manchester, M21 8BY
7 Beech Road, Manchester, M21 8BX
5 Beech Road, Manchester, M21 8BX
3 Beech Road, Manchester, M21 8BX
463 Barlow Moor Road, Manchester, M21 8AU
6 Claude Road, Manchester, M21 8BY
2B Beech Road, Manchester, M21 8BQ
332 Barlow Moor Road, Manchester, M21 8AY

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