

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143856/FH/2025
Date registered valid: 13 September 2025
Proposal: Relocation of existing gate post and creation of a driveway following demolition of existing boundary wall
Address: 2 Walsingham Avenue, Manchester, M20 2XG
Ward(s): Didsbury West Ward

Applicant: Dr Dexter Tarr
Agent (if any): Mr Oliver Kearney
Case officer: Ciara Gettinby
Tel: 0161 234 3048
Email: ciara.gettinby@manchester.gov.uk

Recommendation: Refuse
Date of recommendation: 3 November 2025

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 9 October 2025

Standard consultations:

Printed: 25 September 2025 Expired: 16 October 2025

Neighbour notifications

Printed: 25 September 2025 Expired: 16 October 2025

Site notice

Posted: 9 October 2025 Expired: 30 October 2025

Press advert

Published: 30 September 2025 Expired: 21 October 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

This application is for 2 Walsingham Avenue, an end terraced house within the Albert Park Conservation Area. The property is a two-storey brick built C3 dwellinghouse. The property features a private walkway onto Walsingham Avenue and a small, gravelled garden with rose bushes and shrubbery to the front.

Listed building: Not applicable

Conservation area: Albert Park Conservation Area 1988

Tree Preservation Order: No

Description of area

Walsingham Avenue is a residential cul-de-sac off Burton Rd within the Albert Park Conservation Area. All properties apart from 1 Walsingham Avenue have small front gardens, bounded by low red brick walls with stone copings and distinctive stone gate posts painted white, the gate posts are considered a feature of the Conservation Area.

Site Photos



Figure 1, 2 Walsingham Avenue



Figure 2, 2 Walsingham Avenue

Description of development

The applicant is seeking planning permission for the relocation of existing gate post and creation of driveway following demolition of existing wall. The gate posts would be relocated to be in line with the front door. The removal of the wall is to facilitate off-street parking on Walsingham Avenue.

Consultations & Notification Responses

Highways- The submitted plans indicate a proposed driveway with dimensions of 4.49 metres in length and 3.04 metres in width. These measurements fall short of our minimum standards for off-street parking provision. As a result, any vehicle parked on the driveway would likely overhang the adjacent footway, thereby obstruct pedestrian movement and compromise highway safety. Given these concerns, we do not consider the proposal acceptable from a highway's perspective.

Neighbours, as per appendix 1- one comment was received, requesting for soft landscaping to be added to the proposal.

West Didsbury Resident's Association objected to the proposal, including reasons such as surface water run-off, reduction in carbon sinks and therefore contribution to greenhouse gas emissions, impact on the conservation area, impact upon biodiversity, precedent for works and the proposal would exacerbate parking problems for others.

Five responses from members of the public were received in support of the application. The reasons are as follows, the current parking arrangement causes accessibility issues, there is a precedent for works and the proposal would reduce on-street car parking.

POLICY

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 DC18- Conservation Areas

The Manchester Core Strategy- Development Plan Document 2012-2027 (The Core Strategy) was adopted by the City Council on the 11th of July 2012, it is a key document for the local plan which provides a framework that planning applications are assessed against.

Policy DM1-Development Management

Policy SP1- Spatial Principles

Policy EN19- Waste

Policy EN3- Heritage

Policy T1- Sustainable Transport

The National Planning Policy Framework (December 2024)- The Government's own planning policies for England and how they are expected to be applied.

-Chapter 8- Promoting healthy and safe communities

-Chapter 12- Achieving well-designed and beautiful places

-Chapter 16- Conserving and enhancing the historic environment

Places for Everyone- 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 (Bolton, Bury, Rochdale, Oldham, Tameside, Stockport, Manchester, Trafford, Salford, Wigan) and took into effect and become part of the statutory development plan on March 21, 2024.

-Policy JP-P1: Sustainable Places

Proposed plans

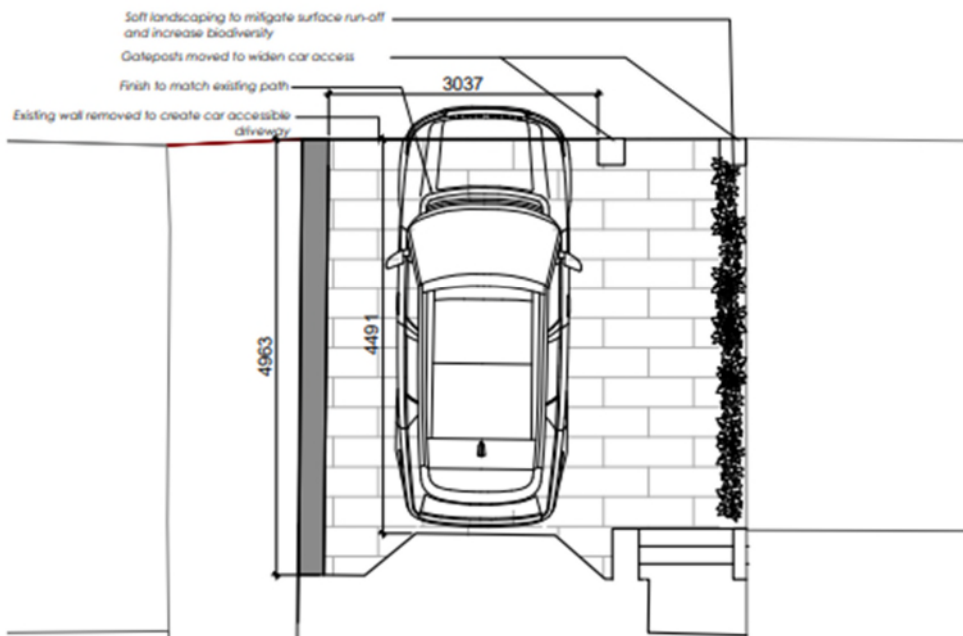


Figure 3, revised site layout plan.

Issues- Policies SP1 and DM1 of the Manchester Core Strategy seek to ensure that new development enhances or creates character, protects and enhances the built environment and the design scale and appearance of the proposed development is appropriate to its context.

Principle- Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that decisions must be made in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework reinforces this requirement in paragraphs 2 and 48, whilst paragraph 12 indicates that the presumption in favour of sustainable development does not alter the statutory status of the development plan as starting point for decision making and that, where a planning application conflicts with an up-to-date development plan, permission should not normally be granted.

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

It is considered that although the driveway would not cause any residential amenity implications, it would have an unduly harmful impact upon the visual amenity of the area, the character of the Albert Park Conservation Area and appearance of the host dwellinghouse on account of its harm to the use of the pavement and its accessibility and visually incongruous with the surrounding area.

Highways

The Highway services team provided comments objecting to the application. The proposed driveway would not provide enough space (4.49m) for a standard car parking space (6m by 3m.) This would result in the car overhanging onto the pavement and obstructing accessibility which would pose a risk to highways safety.

Currently, residents park diagonally across the existing pavement to increase the amount of parking on the street. The proposed development does not offer a suitable solution to the current parking arrangements. Additionally, with the growing trend of owning increasingly bigger vehicles the driveway measurements would not be able to sustain an average vehicle now, or in the future.

The development would be only beneficial to the applicant and therefore cannot outweigh the harm it would cause to the Conservation Area. Considering highway's strong objections to the proposal, the City Council cannot support the development.

Impact upon Albert Park Conservation Area- The style of properties within this area, including the original walls and gardens contribute to the character of the Conservation Area. This continuous brick wall with stone copings creates a strong sense of place, contributing to the street setting. Any further cumulative loss or damage to the terrace boundary features would detract from the character and history of the street and Conservation Area. Additionally, the loss of the front garden would be visually incongruous to the character of the Conservation Area.

The proposal would be sited in a visually prominent position to the street scene and would cause harm to the visual amenity on accounts of its exposure and would cause less than substantial harm to the designated asset that is the Conservation Area. Paragraph 215 of the National Planning Policy Framework states that 'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.' It is acknowledged that the proposal would result in private benefit to the applicant and would not be of benefit to the public, and therefore the visual harm caused to the heritage area cannot outweigh the benefits. The NPPF (National Planning Policy Framework) 135, Chapter 12(f), states that planning policies and decisions should ensure that developments create safe and accessible spaces with high-standard amenity, hence the proposal cannot be supported by the City Council.

On this basis, the proposal is considered to conflict with the principles set out under saved policy DC18 of the Unitary Development Plan for the City of Manchester, as it would not preserve or enhance the character of [the] designated Conservation Area; as well as policy EN3 of the Manchester Core Strategy which highlights that developments should complement and take advantage of the 'distinct historic and heritage features of its districts and neighbourhoods' and policy JP-P2 of Places for everyone.

Precedent for Works- Should comparison be made to 1 Walsingham Avenue, Manchester Highway Services have commented on this occasion that the driveway is unacceptable and is a sub-standard arrangement. It should also be noted that the works have resulted in decreased public accessibility to the pavement within the street. The current driveway of 1 Walsingham Avenue reduces the local distinctiveness of the Avenue and detracts from the designated zone that is protected for its special architectural and historic interest.

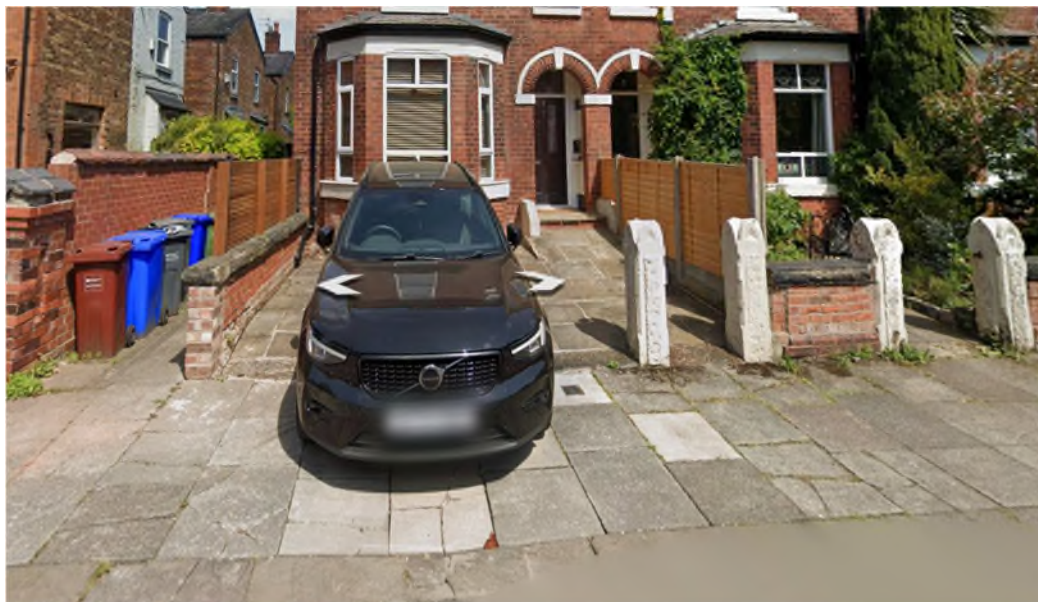


Figure 4, 1 Walsingham Avenue



Figure 5, 1 Walsingham Avenue

Conclusion

For the reasons specified above, it is considered that the proposal is unacceptable due to its unduly harmful impact upon the visual amenity of neighbouring occupiers as well as the overall character and appearance of the host dwellinghouse, surrounding street scene and Albert Park Conservation Area. The application is also considered to be harmful to highway safety. The agent of the application was informed of the above issues and notified of the LPA's intent to refuse the proposal. The proposal therefore cannot be supported by the City Council as it acts against principles set out in the aforementioned policies.

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 does not improve the social and environmental conditions of the area, nor does it comply with the development plan and therefore does not compromise sustainable development. There are no conditions which could reasonably have been imposed, which would have made the development acceptable, and it is therefore not possible to approve the application.

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

1. The proposed development would have a detrimental impact in terms of highway and pedestrian accessibility and safety, due to the vehicle overhanging the adjacent footway and obstructing pedestrian movements. The proposal would not improve pedestrian routes and impair disabled people and people with mobility impairments to participate fully in life. The proposal is therefore contrary to policies SP1, DM1, and T1 of the Manchester's Core Strategy Development Plan Document and the guidance within the National Planning Policy Framework.
2. The proposal, by reason of its appearance would detract from the designated heritage asset, causing unnecessary visual harm and detriment to the special architectural and historic interest of the Albert Park Conservation Area. As such, the proposal is contrary to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policy EN3 of the Manchester Core Strategy, policy JP-P2 of the Places for Everyone joint development plan document and Chapter 16 of the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Heritage & Urban Design

263 Burton Road, Manchester, M20 2WA
Flat 1, 267 Burton Road, Manchester, M20 2WA
269 Burton Road, Manchester, M20 2WA
3 Walsingham Avenue, Manchester, M20 2XG
269A Burton Road, Manchester, M20 2WA
Flat 1, 265 Burton Road, Manchester, M20 2WA
267 Burton Road, Manchester, M20 2WA
Flat 2, 267 Burton Road, Manchester, M20 2WA
Flat 2, 265 Burton Road, Manchester, M20 2WA
1 Walsingham Avenue, Manchester, M20 2XG
4 Walsingham Avenue, Manchester, M20 2XG
261 Burton Road, Manchester, M20 2WA
259 Burton Road, Manchester, M20 2WA

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Conservation Area - Albert Park Conservation Area 1988
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA