

Planning

Delegated Officer Report

Summary of application details

Application reference:	145491/JO/2026
Application type:	Removal/variation of conditions
Proposal:	Variation of Conditions 2 (specified plans), 4 (waste management), 5 (cycle parking), 6 (electric vehicle charging points), 7 (landscaping scheme) and 10 (car parking) and removal of Condition 21 (rear garden amenity space) attached to planning permission 142731/JO/2025 to amend rear landscape garden with the inclusion of four car parking spaces to the rear and one additional car parking space to the front
Site address:	515 To 521 Barlow Moor Road Manchester M21 8AQ
Ward(s):	Chorlton Park
Date application valid:	27 March 2026
Applicant name:	Mr Peter Armistead
Agent (if any):	Mrs Carol Clarke
Case officer:	Holly Wright
Recommendation:	Refuse
Date of recommendation:	20 May 2026

Description of site, building and/or area

The application relates to a short parade previously comprising 5no. commercial units with 6no. self-contained flats above. The site is located on the western side of Barlow Moor Road in close proximity to the junction with High Lane.

The building itself is set behind a 4.2m deep private forecourt, previously used for parking and consists of a part-two / part-three storey building constructed of red facing brick with a grey slate dual pitch roof and white-painted timber and uPVC framed windows. There are 2no. two-storey side extensions on either side of the building, which sit significantly lower than the main body of the host building, both of which are constructed of redbrick with grey slate tiled roofs. There is an ornate central parapet with small shed-type dormers located on either side. Whilst the first-floor of the building is architecturally characterful, the ground-floor, which projects forward of the upper floors comprises an eclectic mix of shopfronts and an entrance to the flats above. The site falls away to the rear with the rear elevation of the building effectively forming three storeys, the additional floor being a basement/lower-ground floor. There are 2no. three-storey outriggers on the rear of the main building. At the rear of the property is a garden/amenity space.

The application site is situated within Chorlton District Centre. This is a linear centre based on Barlow Moor Road/Manchester Road and Wilbraham Road. There are two main concentrations of commercial activity within the centre, based on Barlow Moor Road/Manchester Road Wilbraham Road junction in the north and south of High Lane. The areas in between are a mix of commercial and residential uses.



Google maps aerial view



Application site in 2022



Application site in April 2026



Application site in April 2026



Application site in 2026



Application site in 2026



Application site in 2026



Application site in 2026



Application site in 2026



Application site in 2026



Application site in 2026



Application site in 2026

Description of development

Planning permission was granted by the Planning and Highways Committee under 127241/FO/2020 for the change of use of No.515 Barlow Moor Road from ground floor retail (Use Class A1) and 1no. self-contained flat to form a single 2no. bedroom dwellinghouse (Use Class C3), elevational alterations to front and rear, landscaping, and, conversion of No.517 to 521 Barlow Moor Road from ground floor retail (Use Class A1) and 6no. self-contained flats to form 11.no self-contained flats (Use Class C3) together with a three-storey rear extension to No.517 and 519 Barlow Moor Road, 3no. front dormers and 3no. rear dormers, associated

elevation alterations to front and rear including creation of vehicular and pedestrian access, bicycle and bin stores and formation of 6no. car parking spaces in July 2021.

Following this, a variation of condition application (142731/JO/2025) was sought to vary condition 2 (approved plans) attached to planning permission 127241/FO/2020 to allow amendments including: introduction of front and rear roof dormers, reconfiguration of the attic dormer space, reconfiguration of the ground floor to amend the position of the front entrance together with associated elevation alterations including repositioning of stair rises, alteration of cladding material, amendments to floor heights to rationalise floor levels, internal layout amendments, repositioning of rooflights, installation of 1no. additional rooflight, and updated landscaping scheme. This was approved in July 2025.

In February 2026, a non-material amendment application (145047/NMC/2026) to planning permission 127241/FO/2020 was approved which amended the description of development to omit the number of car parking spaces specified.

The applicant is now seeking to vary conditions 2 (specified plans), 4 (waste management), 5 (cycle parking), 6 (electric vehicle charging points), 7 (landscaping scheme) and 10 (car parking) as well as remove condition 21 (rear garden amenity space) attached to planning permission 142731/JO/2025 to amend the rear landscape garden layout with the inclusion of four car parking spaces to the rear and an additional car parking space to the front.

Relevant planning history

145491/JO/2026

Variation of Conditions 2 (specified plans), 4 (waste management), 5 (cycle parking), 6 (electric vehicle charging points), 7 (landscaping scheme) and 10 (car parking) and removal of Condition 21 (rear garden amenity space) attached to planning permission

Valid: 2026-03-27, Decision: Refuse, Date: 2026-05-26, Type: Removal/variation of conditions

Consultation, notification and publicity responses

Consultations

Objections were received from nine local residents in response to the application; the comments are summarised as follows:

- The proposal conflicts with the previous approvals as it seeks to remove condition 21 which explicitly stated the rear garden area was to be used as a private amenity space and prohibited its use for car parking.

- The proposal conflicts with the previous approvals in that nine mature trees were previously marked for retention and most of these have now been removed.
- The introduction of car parking to the rear is a fundamental alteration to the scheme, rather than a minor variation.
- The current proposal undermines the integrity and certainty of the previous approvals and effectively seeks to regularise a breach of planning control.
- Before development started to take place at the site, the rear garden was a rich biodiverse habitat that supported wildlife including birds, insects and small mammals.
- The replacement planting proposed does not compensate for the loss of the mature trees previously marked for retention.
- The rear parking area limits opportunity for meaningful replanting and biodiversity management.
- The horse chestnut tree located adjacent to the development site is subject to a TPO and must remain protected. Allowing a parking area beneath the canopy of this tree could lead to a conflict of interests if debris falling from the tree (i.e., leaves, sap, conkers) damages vehicles. This could lead to future pressure to prune or remove the tree.
- The proposal could cause root damage to the tree. Concerns have also been raised regarding the long-term effectiveness of the proposed cellular confinement system as well as whether arboricultural protection measures would be adequately monitored and enforced.
- The proposal would have a detrimental impact upon the residential amenity of the area as the habitable room windows of neighbouring dwellings directly face the rear of the site.
- The introduction of car parking to the rear would cause excessive noise disturbance from vehicle movements, engines, and door slams, in addition to light pollution from vehicle headlight glare and increased lighting.
- The increase in vehicular activity would also worsen perceived overlooking and loss of privacy.
- Concerns regarding the adequacy of the impact assessments, with the Noise Impact Assessment over-relying on average noise levels rather than peak events. The assessment also does not properly assess the acoustic effects of the enclosed undercroft access. The lighting assessment fails to consider all neighbouring properties that could be affected by the proposal.
- The undercroft access is narrow and only wide enough for one vehicle. Vehicles entering and exiting simultaneously could block the adjacent highway and cycle route, generating safety risks.
- The site is in a highly sustainable location and has good access to public transport links, including bus, tram, and cycling. Additional parking to the rear of the site is therefore not necessary. It also conflicts with the Council's sustainable transport objectives.
- There are similar developments in the area that are successful with limited/no parking.

- Increasing the parking provision of the site would encourage dependency on cars in an area where it is not needed.
- The rear parking area would reduce the availability and usability of the amenity space for prospective occupiers of the development.
- The increase in hardstanding could cause issues with surface water run-off. The proposal does not adequately consider drainage mitigation.
- The 3D visuals provided differs from the site plan provided, in terms of the lawn size depicted and the shape and number of trees shown.
- The main justification for increased levels of parking appears to be improved marketability. This is not a material planning consideration and should not override a previously agreed condition where change in context or circumstances has been identified since the previous approvals.

Objections were received from local ward members Councillor Mandie Shilton Godwin and Councillor Dave Rawson; the comments are summarised as follows:

- The original tenants of the site took great care of the rear garden space and managed it for wildlife. Prior to development, the garden formed a wildlife corridor with a number of old, large, mature trees.
- The original permission included specific conditions to protect the rear garden space, including the retention of trees.
- It also specifically set out that the rear garden space could not be converted to a car park.
- This green space is much valued by neighbours and should be protected as much as possible.
- These conditions have been subsequently breached after the initial application expired.
- Residents have objected to the removal of trees and it is unfortunate that, despite the ages of the trees, none had a TPO.
- The amount of car parking proposed constitutes an incremental change of use of the space as it would become a landscaped car park with minimal ecological value.
- The proposal means that all of the protections that were carefully put in place for the original permission have been, bit by bit, whittled away, creating a landscaped car park rather than the garden that it once was and still could be.
- The biodiversity value of the new scheme would be minimal in comparison to what existed before.
- The site benefits from excellent public transport and active travel links in every direction.

- The proposal would grant the right to cross the protected cycle lane to 12 vehicles. This would be detrimental to this important public facility designed to ensure safe travel for the entire community.
- Concerns that the impact of noise on neighbours to the side and rear would be greater than suggested. Access is via a narrow covered passageway, and the engine and tyre noise will likely reverberate between the walls.
- Given the property is located along the cycle lane, it would be far better to increase the amount of cycle parking so that there are at least two spaces per flat.
- By removing the additional car parking, cycle parking space could easily be created. This would not have a detrimental impact upon either wildlife or the local environment.
- The location of the bike parking shed, currently inconveniently and awkwardly located behind the cars and close to the protected tree, could be moved forward, creating a more usable and accessible space.

Chorlton Civic Society – no response received.

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

- The proposed rear car parking access width of 2.5m is considered constrained from a highway safety perspective and raises concerns regarding the safe operation and manoeuvrability of vehicles. Clarification is required in relation to the proposed height clearance.
- There is potential for conflict between users of the site. A swept path analysis is requested to demonstrate safe vehicle entry, exit and manoeuvring within the site, including access to all parking spaces, and to assess interactions with pedestrians and cyclists using the site, cycle storage and refuse area.
- Further detail is required in relation to pedestrian safety within the site, including: Safe routes through the parking area; Safe access to cycle storage; Safe access to the refuse storage area.
- Clarification is required regarding bin storage and collection arrangements, including the bin presentation point and how obstruction of the public highway will be avoided.
- Additional detail is required in relation to the proposed dropped kerbs and the locations/measurements; it should be noted that MCC Highways would not generally support provision exceeding a double dropped kerb.
- Further information is requested regarding the proposed site boundary treatment, including confirmation of its location and height.

MCC's Arborist made the following comments in response to the application:

- I can confirm we would have no objection to the works proposed within the RPAs on the strict condition that all works within the RPAs are carried out exactly as specified in the Arboricultural Method Statement (AMS) and a cellular confinement system, highlighted in 7.2 of the Arboricultural Impact Assessment, is used.

Greater Manchester Ecology made the following comments in response to the application:

- I have no objection to the principle of the revised plans.
- I would however recommend substitution of some of the proposed planting schedule. I would prefer all trees to be native, therefore whilst accepting the holly and native apple (which I assume is crab apple), I would recommend the ornamental cherry is substituted for native species such as silver birch or wild cherry (*Prunus avium*).
- I also note the inclusion of *Cotoneaster horizontalis* in the shrub mix. This is now regarded as an invasive species, therefore whilst not illegal to plant in a garden location, it is also not best practice. I therefore suggest substitution another ornamental berry bearing species.

Following a review of additional information submitted by the agent on 6th May 2026, MCC's

Greater Manchester Ecology made the following comments:

- Thank you for forwarding the updated landscape proposal.
- I accept that these are reasonable and have no further issues with the landscape proposals.
- The landscape plan can be conditioned as an approved plan as part of any permission.

Notifications and publicity

Objections were received from **nine local residents** in response to the application; the comments are summarised as follows:

- The proposal conflicts with the previous approvals as it seeks to remove condition 21 which explicitly stated the rear garden area was to be used as a private amenity space and prohibited its use for car parking.
- The proposal conflicts with the previous approvals in that nine mature trees were previously marked for retention and most of these have now been removed.
- The introduction of car parking to the rear is a fundamental alteration to the scheme, rather than a minor variation.

- The current proposal undermines the integrity and certainty of the previous approvals and effectively seeks to regularise a breach of planning control.
- Before development started to take place at the site, the rear garden was a rich biodiverse habitat that supported wildlife including birds, insects and small mammals.
- The replacement planting proposed does not compensate for the loss of the mature trees previously marked for retention.
- The rear parking area limits opportunity for meaningful replanting and biodiversity management.
- The horse chestnut tree located adjacent to the development site is subject to a TPO and must remain protected. Allowing a parking area beneath the canopy of this tree could lead to a conflict of interests if debris falling from the tree (i.e., leaves, sap, conkers) damages vehicles. This could lead to future pressure to prune or remove the tree.
- The proposal could cause root damage to the tree. Concerns have also been raised regarding the long-term effectiveness of the proposed cellular confinement system as well as whether arboricultural protection measures would be adequately monitored and enforced.
- The proposal would have a detrimental impact upon the residential amenity of the area as the habitable room windows of neighbouring dwellings directly face the rear of the site.
- The introduction of car parking to the rear would cause excessive noise disturbance from vehicle movements, engines, and door slams, in addition to light pollution from vehicle headlight glare and increased lighting.
- The increase in vehicular activity would also worsen perceived overlooking and loss of privacy.
- Concerns regarding the adequacy of the impact assessments, with the Noise Impact Assessment over-relying on average noise levels rather than peak events. The assessment also does not properly assess the acoustic effects of the enclosed undercroft access. The lighting assessment fails to consider all neighbouring properties that could be affected by the proposal.
- The undercroft access is narrow and only wide enough for one vehicle. Vehicles entering and exiting simultaneously could block the adjacent highway and cycle route, generating safety risks.
- The site is in a highly sustainable location and has good access to public transport links, including bus, tram, and cycling. Additional parking to the rear of the site is therefore not necessary. It also conflicts with the Council's sustainable transport objectives.
- There are similar developments in the area that are successful with limited/no parking.
- Increasing the parking provision of the site would encourage dependency on cars in an area where it is not needed.
- The rear parking area would reduce the availability and usability of the amenity space for prospective occupiers of the development.

- The increase in hardstanding could cause issues with surface water run-off. The proposal does not adequately consider drainage mitigation.
- The 3D visuals provided differs from the site plan provided, in terms of the lawn size depicted and the shape and number of trees shown.
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- The original tenants of the site took great care of the rear garden space and managed it for wildlife. Prior to development, the garden formed a wildlife corridor with a number of old, large, mature trees.
- The original permission included specific conditions to protect the rear garden space, including the retention of trees.
- It also specifically set out that the rear garden space could not be converted to a car park.
- This green space is much valued by neighbours and should be protected as much as possible.
- These conditions have been subsequently breached after the initial application expired.
- Residents have objected to the removal of trees and it is unfortunate that, despite the ages of the trees, none had a TPO.
- The amount of car parking proposed constitutes an incremental change of use of the space as it would become a landscaped car park with minimal ecological value.
- The proposal means that all of the protections that were carefully put in place for the original permission have been, bit by bit, whittled away, creating a landscaped car park rather than the garden that it once was and still could be.
- The biodiversity value of the new scheme would be minimal in comparison to what existed before.
- The site benefits from excellent public transport and active travel links in every direction.
- The proposal would grant the right to cross the protected cycle lane to 12 vehicles. This would be detrimental to this important public facility designed to ensure safe travel for the entire community.
- Concerns that the impact of noise on neighbours to the side and rear would be greater than suggested. Access is via a narrow covered passageway, and the engine and tyre noise will likely reverberate between the walls.

- Given the property is located along the cycle lane, it would be far better to increase the amount of cycle parking so that there are at least two spaces per flat.
- By removing the additional car parking, cycle parking space could easily be created. This would not have a detrimental impact upon either wildlife or the local environment.
- The location of the bike parking shed, currently inconveniently and awkwardly located behind the cars and close to the protected tree, could be moved forward, creating a more usable and accessible space.

Negotiations

See assessment section of report.

Relevant 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 DC5 – Flat Conversions
- 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 T1 – Sustainable Transport
- Policy EN19 – Waste
- Policy H6 – South Manchester

The National Planning Policy Framework (NPPF, 2024)

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

Paragraph 140: “Local planning authorities should ensure that relevant planning conditions refer to clear and accurate plans and drawings which provide visual clarity about the design of the development, and are clear about the approved use of materials where appropriate. This will provide greater certainty for those implementing the planning permission on how to comply with the permission and a clearer basis for local planning authorities to identify breaches of planning control. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).”

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

- Policy DP4: The design process – “The local planning authority should... Not allow the quality of approved development to be materially diminished between permission and completion, as a result of changes proposed following its initial approval (for example through changes to approved details).”

Assessment

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 (2024) 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 a starting point for decision-making and that, where a planning application conflicts with an up-to-date development plan, permission should not normally be granted.

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

It is considered that the proposal would result in the erosion of the curated landscape character and setting to the rear of the property, which was originally intended to function as a pedestrianised, private and tranquil amenity space for the prospective occupiers of the development. The introduction of a car parking area with associated vehicle movements in this location would be harmful to the residential character of the site, giving rise to increased noise and light pollution, activity, disturbance, and comings and goings, to the detriment of the residential amenity of neighbouring occupiers, particularly those whose properties border and overlook the rear of the site, as well as prospective occupiers of the development itself. The siting of the car parking in close proximity to the "informal garden area" would also diminish the quality and use of the rear amenity space.

The proposal also raises a number of highways concerns as the narrow access via the building's undercroft would be shared by pedestrians, vehicles and waste collection movements, resulting in potential conflict and associated safety and accessibility issues. In addition, the constrained layout of the rear parking area gives rise to concerns regarding the practicality and manoeuvrability of the proposed parking bays, which are likely to result in excessive and repeated back and forth vehicle movements, which could cause disturbance to surrounding residents.

The proposed changes to the front layout of the site would also have a harmful impact upon the visual amenity of the area as the cumulative impacts of introducing an additional parking space with a resultant loss in soft landscaping would diminish the quality of this frontage within the street scene.

Further to this, the proposal also conflicts with the conditions and intent of the original planning permission 127241/FO/2020 which was determined in July 2021 under which the rear of the site was deliberately retained as a non parking, landscaped amenity space for prospective occupiers of the development following negotiations between the Council and applicant.

On this basis, the proposal is considered to conflict with the principles set out under saved policies DC5 and DC26 of the Unitary Development Plan for the City of Manchester, policies DM1, SP1, and T1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, chapters 11 and 12 and paragraph 140 of the National Planning Policy Framework (2024), and chapter 14 and policies DP3 and DP4 of the draft National Planning Policy Framework (2025).

Siting, scale, and massing – as no further extensions are proposed to the building under the current variation of condition application 145491/JO/2026, the siting, scale, and massing of the building (as approved under 142731/JO/2025) would be unaffected by the proposal.

Landscape character and setting – the proposal seeks to amend the wording of condition 2 (specified plans), 7 (landscaping), and 10 (car parking) attached to 142731/JO/2025 to include the revised site plan drawing '2502/P/100 Revision F', superseding the previous site plan labelled 'Variation Application: Proposed Site Plan', numbered '149-PL-GL(2)' as well as seeking the removal of condition 21 (rear garden amenity space) to allow for the parking of vehicles to the rear of the building.

The revised site plan introduces an area of porous asphalt surfacing to the rear of the building adjacent to the plot's northern shared boundary which is proposed to accommodate 4no. car parking spaces. The remainder of the rear space is proposed to feature soft landscaping elements, including a lawn, native wildflower meadow, mixed shrub planting, hedging, and trees. Irrespective of the soft landscaping elements proposed, the aforementioned changes are considered to significantly alter the nature, character, and intended function of the rear of the site when compared to that which was considered and approved under the previous permissions 127241/FO/2020 and 142731/JO/2025

Under the original application 127241/FO/2020, a rear car parking area featuring 12no. parking bays along the southern and western borders of the plot was initially proposed (see figure included below). However, this was intentionally omitted from the proposal following negotiations between the case officer and the agent during which concerns regarding the impact that converting the rear garden space into car parking would have upon the local environment and amenity of surrounding residents were raised. The case officer also highlighted that, due to the site's sustainable location in Chorlton District Centre, it was not considered necessary to provide 100% parking provision for the proposed flats and dwellinghouse. Following this, the area to the rear of the building was intentionally revised to include 8no. hard-landscaped flag and gravel patio areas, enclosed by hedging to create semi-private amenity spaces for prospective occupiers of the development (rather than car parking). These amenity areas were to be set within an enhanced landscaped environment, incorporating new shrub and tree planting to reinforce privacy, residential amenity, and landscape quality within the development. A condition was also attached to the permission which sought to safeguard the use of this space for amenity purposes and prevent its future use for car parking.

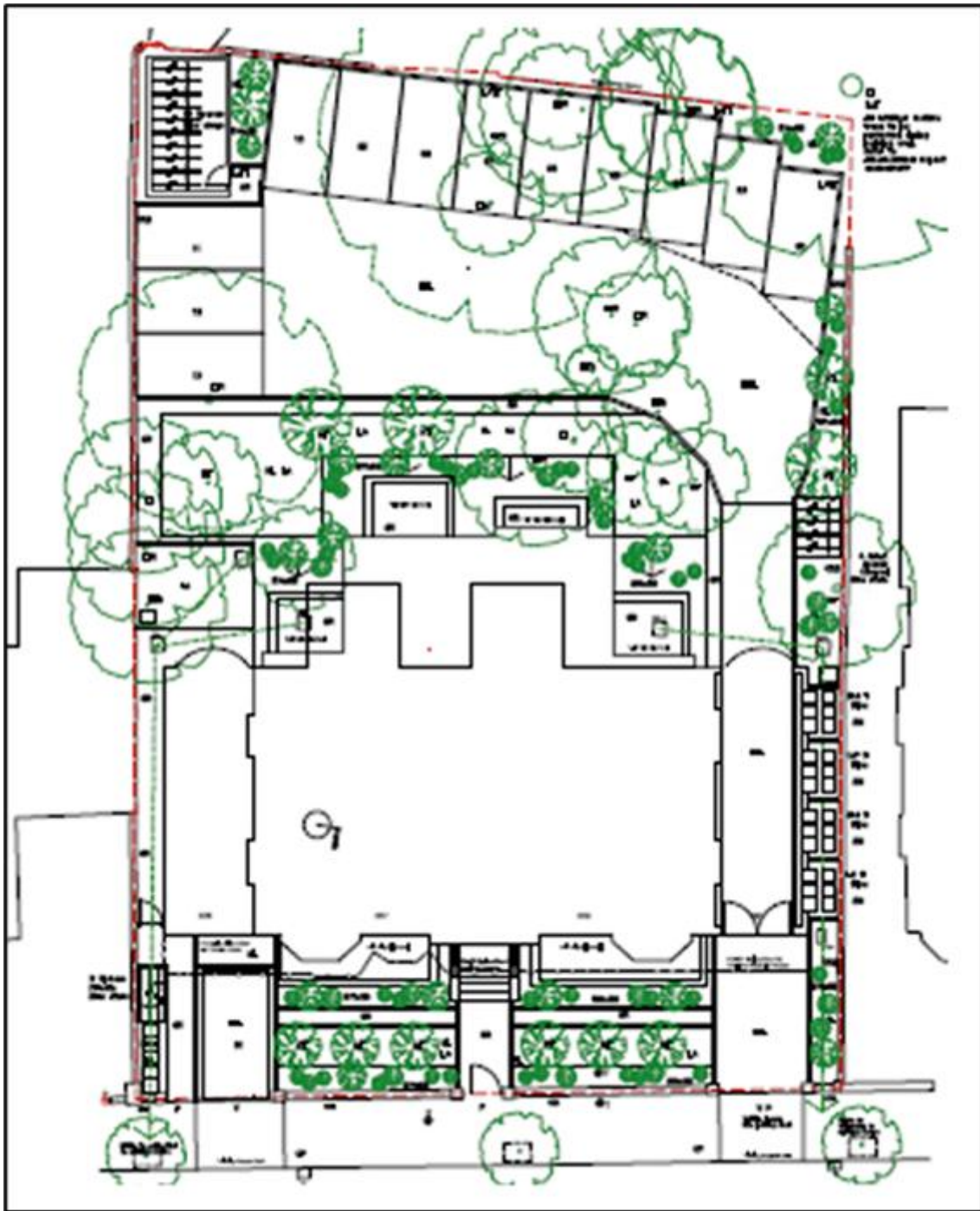
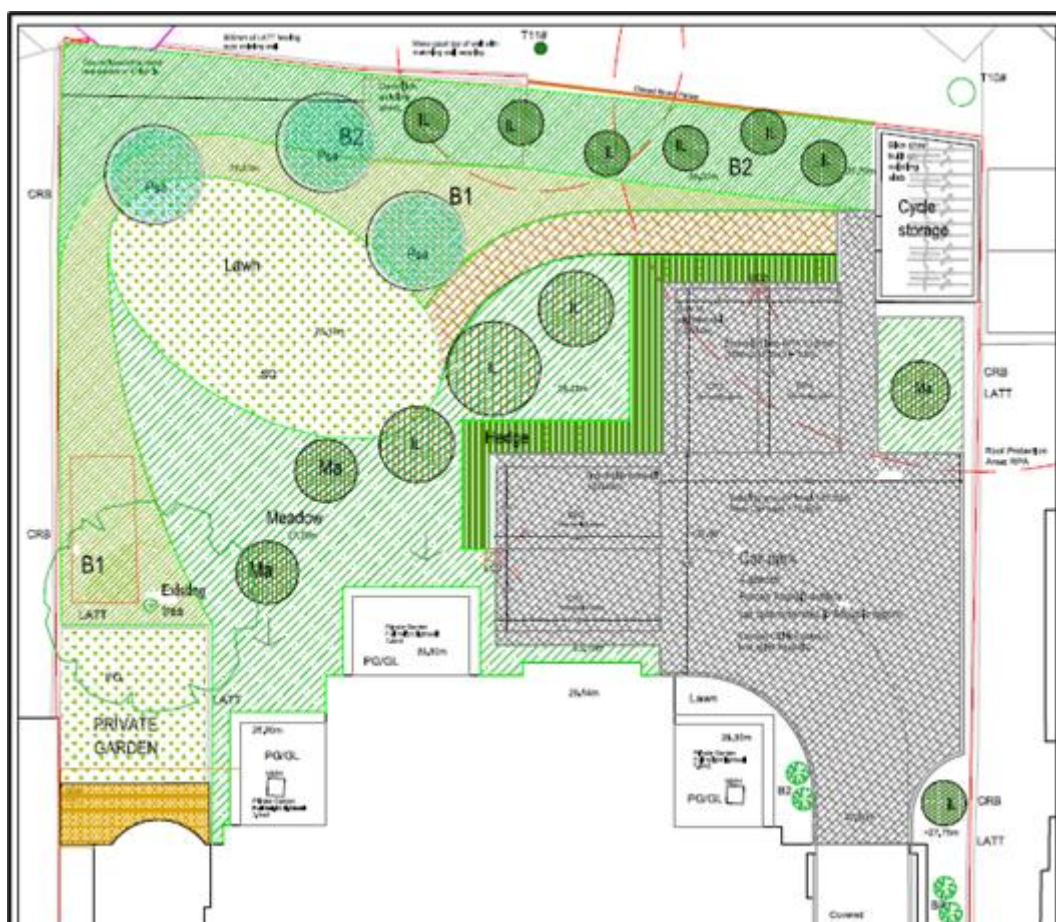


Figure from committee report of 127241/FO/2020 showing car parking area initially proposed

The same key principles and conditions were retained under the 2025 variation of condition application 142731/JO/2025 which sought to allow amendments to the scheme including the introduction of front and rear roof dormers, reconfiguration of the attic dormer space, reconfiguration of the ground floor to amend the position of the front entrance together with associated elevation alterations including repositioning of stair rises, alteration of cladding material, amendments to floor heights to rationalise floor levels, internal layout amendments, repositioning of rooflights, installation of 1no. additional rooflight as well as updating the landscaping scheme to include additional planting measures to remediate and mitigate the unauthorised removal of trees previously marked for retention under the original planning permission 127241/FO/2020. It is considered that the current proposal seeks to significantly undermine and erode these key principles and conditions by introducing parking and associated vehicular activity into an area that was explicitly identified as being used for amenity purposes

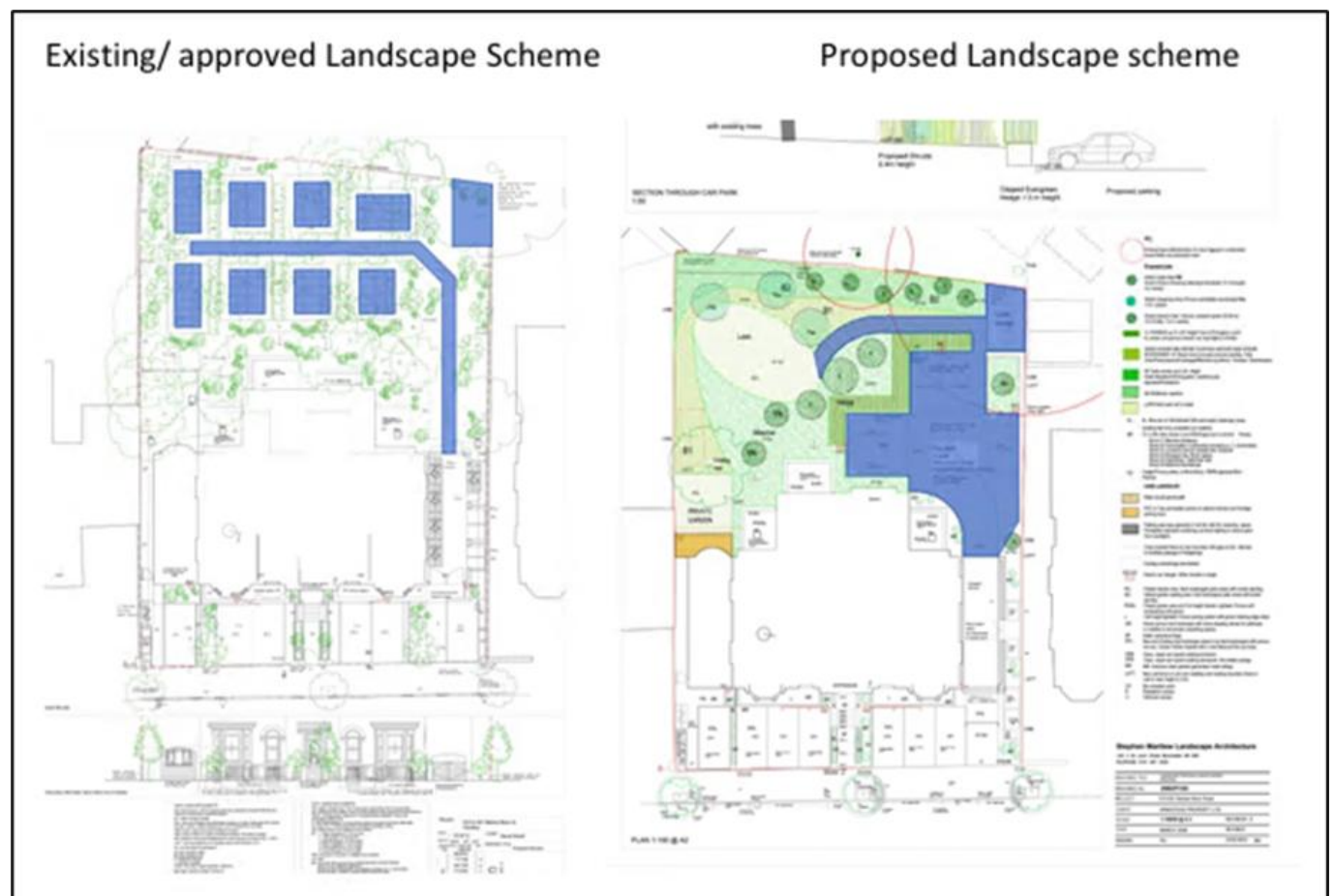
only; a fundamental consideration in the negotiations and approvals of the previous permissions 127241/FO/2020 and 142731/JO/2025.

In support of the current application, the agent has argued that the proposal “does not overly urbanise the rear garden area” (page 3 of planning statement received 20th March 2026), highlighting a general reduction in the hard landscaping of this portion of the site. However, this position has been inconsistent over the course of the application with the initial planning statement (received 20th March 2026) suggesting the previously approved scheme included 200 sqm of hard landscaping, whilst the current proposal includes 157 sqm of hard landscaping, equalling a reduction of 21.5% (see pages 3 and 4). Conversely, the planning statement received on the 6th May 2026 indicates that the current proposal actually includes 177 sqm of hard landscaping, rather than the 157 sqm previously suggested, resulting in a reduction of 11.5% rather 21.5% (see page 2).





Excerpt from drawing '2502/P/100 Revision F' (left) versus excerpt from site plan approved under 142731/JO/2025 (right)



Excerpt from page 4 of the submitted summary planning statement (received 20th March 2026)

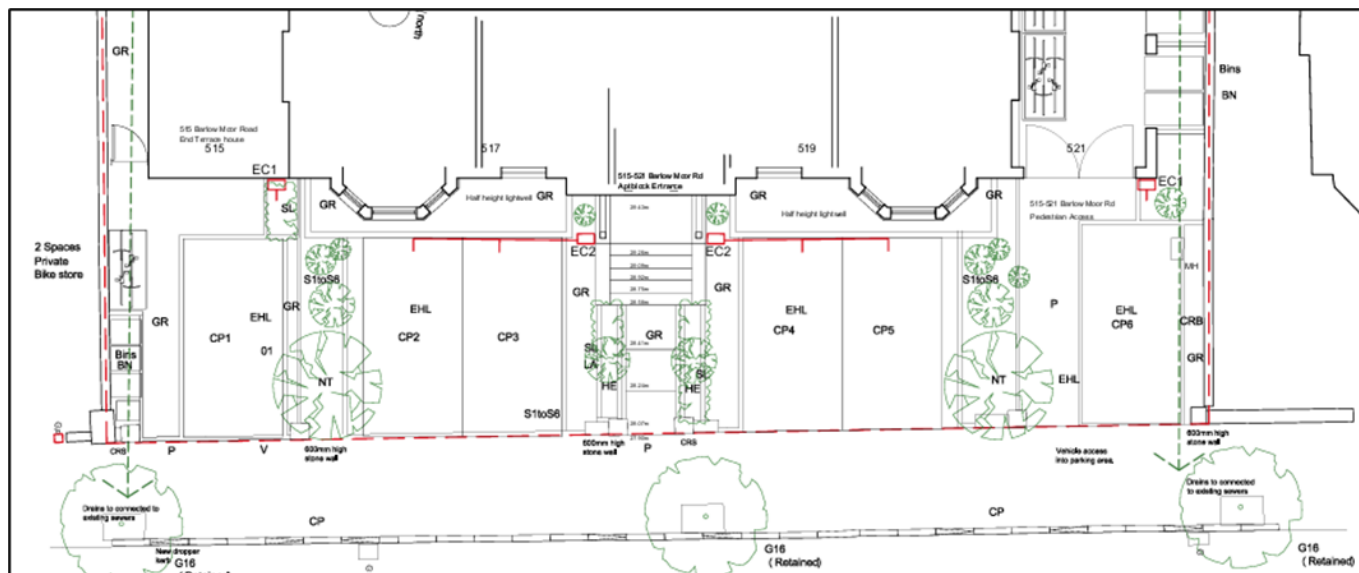
Irrespective of the reduction in hard landscaping proposed to the rear of the building (of which 11.5% is not considered to be a significantly meaningful amount), it is clear that the agent and planning submission overall have failed to consider the fundamental change in the nature, character, and use of this space, which cannot be captured by a quantitative analysis and comparison of hard landscaping alone. As indicated previously, by introducing an area of car parking to the rear of the site, the current proposal effectively undermines and erodes the carefully considered and negotiated design approach secured through the previous planning permissions 127241/FO/2020 and 142731/JO/2025 as it would convert what was originally intended to function as a pedestrianised, private, and tranquil amenity space into an area characterised by vehicular activity, associated noise, and disturbance. Moreover, whilst the proposal does include an area of soft landscaping intended to function as an “informal garden area” (as suggested on page 1 of the planning statement received 20th March 2026), its proximity to the proposed parking bays significantly reduces its quality and use as the presence of vehicles, movements, and associated activity would erode both the sense of privacy and quiet enjoyment of this space, irrespective of the planting measures proposed between the two areas.

It should also be noted that whilst the agent asserts that the proposed rear parking arrangement is “wholly different” to that which was originally submitted under application 127241/FO/2020 (see pages 6 and 7 of planning statement received 6th May 2026), it is considered that this distinction carries limited weight in the context of the planning history of the site as both of the previous approvals deliberately sought to remove the potential for future parking of vehicles to the rear of the site, as evidenced in their conditions. A clear and consistent position (i.e., that the rear of the site shall solely be used as an amenity space for prospective occupiers of the development) has therefore been established.

For these reasons, the proposal is considered to represent a significant departure from the previous approvals and would materially diminish the quality of the approved development, thus undermining the certainty and integrity of the previous permissions as well as resulting in a harmful change to the curated landscape character and setting of the site. The proposal would therefore directly conflict with paragraph 140 of the National Planning Policy Framework (2024) which states “Local planning authorities should... seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme” as well as saved policy DC5 of the Unitary Development Plan for the City of Manchester, policies DM1 and SP1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, chapters 11 and 12 of the National Planning Policy Framework (2024), and chapter 14 and policies DP3 and DP4 of the draft National Planning Policy Framework (2025).

Appearance and visual amenity – the current application does not appear to propose any alterations to the external appearance of the building itself.

The proposed changes to the rear layout of the site would not be highly visible from the public highway or surrounding footpaths and, as such, are considered to have a limited impact upon



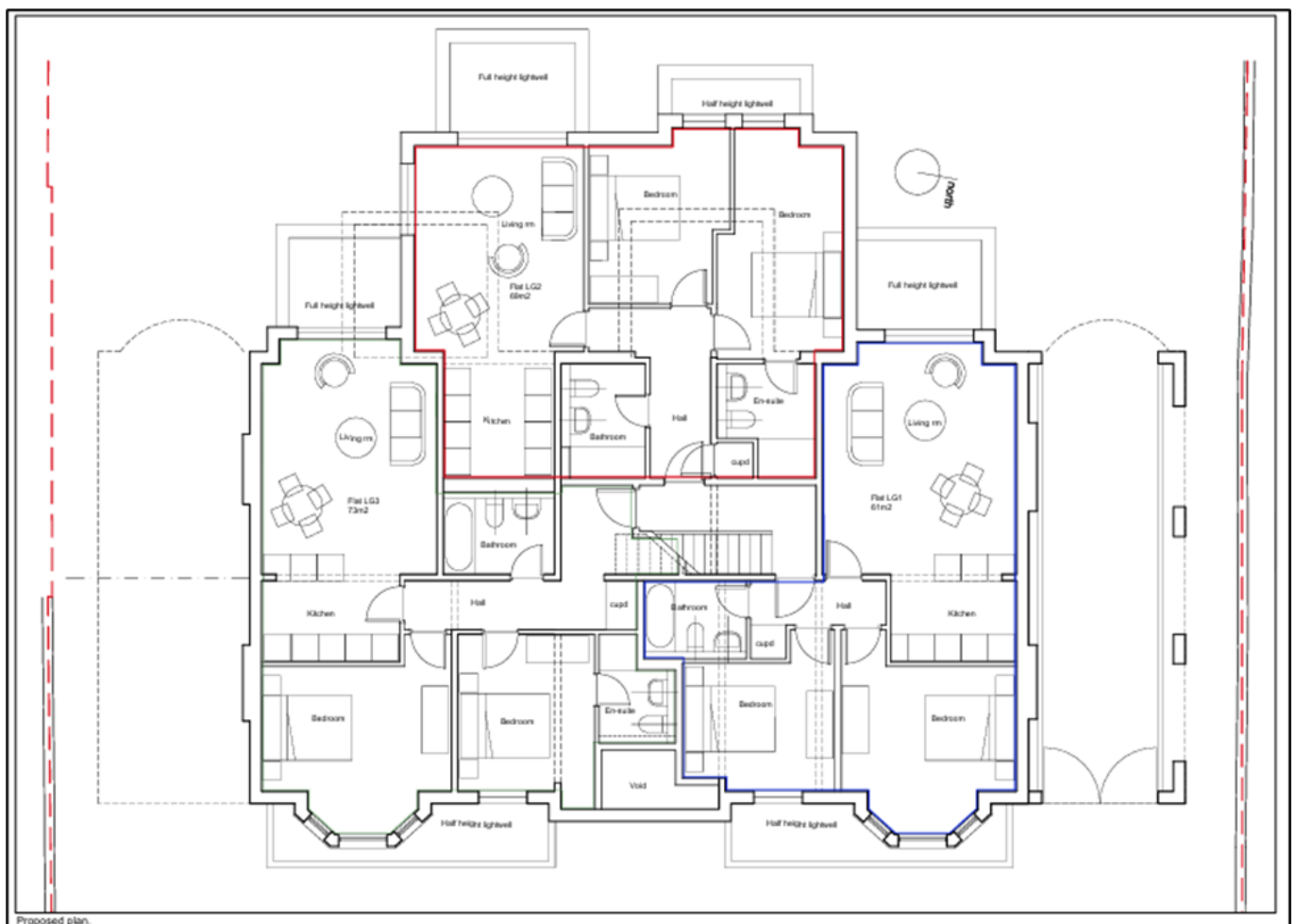
Excerpt from site plan approved under 142731/JO/2025

Residential amenity – within page 2 of the submitted planning statement (received 20th March 2026) the agent asserts that current proposal “whilst seeking to deliver more car parking spaces for the proposed residents has also primarily considered any impacts of the proposed development on the immediate surrounds” including implications upon immediate neighbours. To this end, a Lighting Impact Assessment and a Noise Impact Assessment have been provided to support the application.

The submitted Lighting Impact Assessment suggests that the proposed car parking area to the rear of the site would not have a significantly detrimental impact upon the amenity of neighbouring occupiers, in terms of excessive light pollution, and recommends a number of mitigation measures to minimise light transfer and pollution associated with the development. However, the validity and reliability of the assessment’s conclusions are significantly undermined by the limitations of its methodology and findings. Indeed, as the assessment only analyses the impact of light upon the development-facing windows of No.4 and No.6 High Lane, there are concerns that the assessment underestimates and underrepresents the potential impacts of the proposal as it fails to consider all properties that could be affected, including the impact upon other neighbouring dwellings, their associated external amenity spaces, and the prospective occupiers of the development itself. In the absence of convincing justification, it is unclear why other receptors have been neglected by this assessment. Further to this, the assessment also exhibits an overreliance on complying with numerical thresholds set out in ILP guidance and thus fails to consider the qualitative and experiential effects of artificial lighting. It is therefore considered that by relying solely upon static modelling scenarios, the assessment generates an unrealistic representation of the impacts of the proposal and is unreflective of the real-world conditions of the site. Additionally, the proposed mitigation measures lack certainty as they are not secured through clearly defined and enforceable specifications on the submitted drawings with the overreliance on planting measures as a method of screening also raising concerns regarding the long-term implementation and maintenance of such measures.

The application is also supported by a Noise Impact Assessment which suggests that the proposal would only result in a marginal increase in noise levels at surrounding residential

receptors, therefore indicating that noise would not represent an overriding constraint to the development, whilst also recommending a range of mitigation measures, including boundary fencing, low-noise surfacing, reduced vehicle speeds, and the implementation of a noise management plan. However, again, the validity and reliability of the assessment's conclusions are significantly undermined by the limitations of its methodology and resulting analysis. The assessment exhibits an overreliance on simplified and highly-controlled assumptions which are unlikely to reflect the unpredictable nature of real-world vehicle activity. Its use of short, simplified sample events fails to reflect activity such as engine revving, idling, and repeated vehicle movements, which, given the constrained nature of the undercroft access and rear parking arrangement and practical difficulties of manoeuvring into and out of the bays, are likely to occur frequently at the site. Further to this, the reliance on averaged noise levels, risks the impact of peak noise events being underrepresented in the results. Additionally, much like the submitted Lighting Impact Assessment, the Noise Impact Assessment relies on indicative mitigation measures which have not been secured through clearly defined and enforceable specifications on the submitted drawings, thus raising concerns in relation to their effectiveness and long-term implementation. Finally, the assessment also fails to adequately consider the impacts of noise upon the prospective occupiers of the development itself. This represents a significant omission, given that the scheme includes habitable rooms positioned directly adjacent to and above the undercroft vehicle access, as well as a number of habitable rooms and balconies that overlook the rear parking area (see figures included below). In these locations, future residents would be exposed to noise associated with vehicle movements in close proximity, including manoeuvring, idling, and repeated arrivals and departures. As such, it is considered that the absence of any meaningful assessment of these receptors further undermines the validity and reliability of the submitted analysis.



Lower-ground floor plan approved under 142731/JO/2025

Irrespective of the detail provided in the submitted impact assessments, it is considered that the proposal would result in undue harm to the residential amenity of the area as it would introduce regular vehicular activity into an area that was originally intended to function as a pedestrianised, private, and tranquil amenity space. This fundamental change in the character and use of the space would result in harmful impacts upon neighbouring occupiers whose properties border and overlook the site, most notably the south-facing windows of No.523 Barlow Moor Road (sited in close proximity to the rear parking area), as well as prospective occupiers of the development itself, in terms of their lived experience, as a result of activities associated with vehicle movements, an increase in vehicular activity both throughout the day and during the evenings, with increased comings and goings, noise, music, door slams, and noise and light pollution, in an area where neighbouring residents would typically expect it to be quieter with lower levels of activity.

Moreover, whilst it is acknowledged that, in their planning statement (received 6th May 2026), the agent draws attention to the lack of objections received from local residents (see pages 3 and 7), it should be noted that this position is no longer reflective of the current situation. Since initial correspondence with the agent, a number of objections have been received from local residents and ward members, many of which raise substantial concerns regarding the proposal's impact upon the residential amenity of the area, in terms of excessive light and noise pollution, increased activity levels, overlooking and loss of privacy, as well as the adequacy and reliability of the submitted impact assessments. These representations therefore provide further substantiation that the proposal has the potential to cause undue harm to the residential amenity of the area, including the amenity of neighbouring occupiers as well as prospective occupiers of the development.

On this basis, the proposal is considered to conflict with the principles set out under saved policies DC5 and DC26 of the Unitary Development Plan for the City of Manchester, policies DM1 and SP1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, chapter 12 of the National Planning Policy Framework (2024), and chapter 14 of the draft National Planning Policy Framework (2025).

Parking and highways impact – the proposal includes the provision of 7no. car parking spaces to the front of the building (an increase from the 6no. previously approved) with a further 4no. parking spaces proposed to the rear accessed via the undercroft passage located to the north of the site.

These arrangements give rise to a number of highways concerns, which result in the proposal being considered unacceptable in this regard. The proposed undercroft access (which would measure to approximately 2.5m in width and 2.1m in height) is highly constrained and would be able to accommodate a maximum of 1no. vehicle at a time, thus raising concerns regarding the practicality of the proposed access route, in terms of facilitating the safe movement and operation of vehicles through the space, as indicated in the Council's Highways Service's consultation response. Further to this, the proposed layout provides very limited space for vehicles to manoeuvre into and out of the rear parking bays, and it is therefore highly likely that

drivers would need to undertake excessive and repeated back-and-forth movements. The proposal therefore has the potential to result in prolonged vehicle movements within this area of the site, with associated detrimental impacts upon highways safety and the amenity of neighbouring occupiers. It is also noted that the undercroft access is intended to serve multiple functions, including pedestrian movement, vehicular access, and the transfer of waste bins. In the absence of clearly segregated routes, this arrangement has the potential to result in conflict between users of the site (i.e., pedestrians, cyclists, and vehicles), to the detriment of their overall safety, particularly given the constrained nature of the space.

At this stage it is important to note that the concerns raised by the Council's Highways Service were highlighted following a review of the additional material submitted by the agent on 6th May 2026, which included a letter from CBO Transport Ltd together with swept path analysis drawings intended to support the application. Having reviewed the additional material provided, it is clear that the swept path analysis drawings exhibit a number of limitations in that their modelling relies heavily on simplified and unrealistic assumptions (i.e., very low vehicle speeds, the ability to undertake "turning on the spot" with full steering lock, and idealised driver behaviour/precision manoeuvring) representing best-case scenarios rather than real-world conditions in constrained environments where driver error, hesitation, and varied skill levels are likely. The additional material provided also fails to adequately consider the constrained dimensions of the undercroft access which leave minimal room for human error as well as failing to consider the potential presence of pedestrians and cyclists, other obstructions such as waste bins, opposing movements from other vehicles, and the effects of restricted visibility upon driver perception. It is noted that the swept path drawings themselves highlight that there is limited turning space within the rear parking area, thus requiring multiple manoeuvres to access and egress the bays, as well as failing to assess more realistic scenarios where simultaneous movements by multiple vehicles and interaction with pedestrians and cyclists could be expected. The implications of reversing distances, potential conflict points, and idling/dwell times would also need to be considered as part of the proposal.

For these reasons, it is considered that the proposal does not represent a carefully considered or well-designed solution and the Council remains unsatisfied that the proposed access and parking arrangements have been demonstrated to operate safely or effectively, thus raising significant concerns in terms of the highways and pedestrian safety of the site. The proposal therefore conflicts with saved policy DC5 of the Unitary Development Plan for the City of Manchester, policies DM1, SP1, and T1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, chapter 12 of the National Planning Policy Framework (2024), and chapter 14 of the draft National Planning Policy Framework (2025).

Standard of accommodation – whilst the proposal would increase the on-site parking provisions associated with the development, such an increase is not considered to be necessary in this instance given the sustainable location of the site within Chorlton District Centre, benefitting from excellent public transport links (i.e., bus and tram network) and active travel infrastructure (i.e. designated cycle routes).

Further to this, it is considered that the proximity of the proposed parking bays to the "informal garden area" located to the rear would significantly undermine the quality and use of this area

as an amenity space for prospective occupiers of the development as the presence of vehicles, movements, and associated activity would erode both the sense of privacy and quiet enjoyment of the space, irrespective of the planting measures proposed between the two areas. It should also be noted that access to the “informal garden area” is also poorly designed as residents would need to navigate from the front of the building, through the shared undercroft and car parking area, which represents an inadequate and impractical solution.

On this basis, the proposal is considered to conflict with the principles set out under saved policies DC5 and DC26 of the Unitary Development Plan for the City of Manchester, policies DM1, SP1, and T1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, chapters 11 and 12 of the National Planning Policy Framework (2024), and chapter 14 of the draft National Planning Policy Framework (2025).

Waste storage and management – the proposal also seeks to amend the wording of condition 4 (waste management) attached to 142731/JO/2025 to include the revised site plan drawing ‘2502/P/100 Revision F’, superseding the previous site plan labelled ‘Variation Application: Proposed Site Plan’, numbered ‘149-PL-GL(2)’.

Drawing ‘2502/P/100 Revision F’ indicates a partial relocation of the previous refuse storage arrangements. The bin store to the north of the undercroft would retain 2no. 770L general waste bins, whilst 1no. 1100L mixed recycling bin, 1no. 1100L pulpable recycling bin, and 1no. 360L food waste bin would be relocated to the front of the site along the northern shared boundary. No details have been submitted demonstrating whether this newly proposed bin storage area would incorporate screening or enclosure. In the absence of such details, it is considered that the relocation of bins to a prominent frontage location has the potential to result in visual harm to the appearance of the street scene, thus conflicting with saved policy DC5 of the Unitary Development Plan for the City of Manchester, policies DM1 and SP1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, chapter 12 of the National Planning Policy Framework (2024), and chapter 14 of the draft National Planning Policy Framework (2025).

The bin storage area located along the southern boundary of the site would be unaffected by the proposal.

Cycle parking – the proposal also seeks to amend the wording of condition 5 (cycle parking) attached to 142731/JO/2025 to include the revised site plan drawing ‘2502/P/100 Revision F’, superseding the previous site plan labelled ‘Variation Application: Proposed Site Plan’, numbered ‘149-PL-GL(2)’.

Drawing ‘2502/P/100 Revision F’ shows that the cycle storage provision would be relocated from the undercroft of the building to the northwestern corner of the site. However, the submission does not provide details regarding the capacity of the proposed cycle storage area. In the absence of this information, it has not been possible to fully assess whether the proposed

arrangements would provide an adequate level of cycle parking to serve the development, though it is noted that, in the event of an approval, such details could be secured through an appropriately worded condition. Further to this, it is considered that the relocation of the cycle store to the rear of the site further diminishes the quality of the scheme as it occupies a less accessible location. Cyclists would be required to navigate through the shared undercroft and parking area, giving rise to potential conflict between users and resulting in a less convenient and poorly designed arrangement.

Ecology – concerns have been raised by local residents regarding the biodiversity and ecological value of the site. However, in their initial consultation response, Greater Manchester Ecology Unit did not object to the principle of the proposal, recommending that all proposed tree species be native and advising the substitution of “*Cotoneaster horizontalis*” within the shrub mix with a non-invasive ornamental berry-bearing species. Following a review of the revised information submitted on 6th May 2026, Greater Manchester Ecology Unit have confirmed that the amended planting proposals are acceptable, raising no further concerns in relation to the scheme.

Trees – concerns have been raised by local residents regarding the protection of trees present both at the application site and in the surrounding area. However, the Council’s Arborist has reviewed the proposal and raised no objection to the works proposed within the RPAs (root protection areas) on the strict condition that all works within the RPAs are carried out exactly as specified in the submitted Arboricultural Method Statement (AMS) and a cellular confinement system, highlighted in 7.2 of the Arboricultural Impact Assessment, is used.

Drainage – concerns have been raised by local residents regarding the proposal’s impact upon surface water run-off and the adequacy of drainage measures proposed. However, as the rear car parking area is proposed to use porous asphalt surfacing, significant drainage issues associated with the proposal are not anticipated. Further to this, it should also be noted that, in the event of an approval, such detail could be secured through an appropriately worded condition.

Justification for amended proposal – it is considered that the justification submitted by the agent in support of the increased parking provision at the site does not outweigh the harm identified within the previous sections of this report, nor does it justify a deviation from Council policy. To clarify, policy H6 of the Manchester Core Strategy indicates that, within South Manchester, high-density residential development is considered to be appropriate within district centres (such as Chorlton), whereas the provision of family housing should be prioritised outside of these centres, where it can better meet identified housing needs and shortfalls.

As previously discussed, the site’s location within Chorlton District Centre is considered to be highly accessible, sustainable, and well-served by surrounding public transport links and active travel infrastructure. This is highlighted within the supporting information provided with application (see letter from Jordan Fishwick estate agent) which states that “the property benefits from excellent access to bus stops and the tram station”. With the above in mind, it is

considered that a residential development in such a sustainable location would not typically require an increased level of parking to be provided, particularly where this would cause demonstrable harm in other areas, as is the case with the current proposal.

Moreover, though the agent asserts that the inclusion of larger residential units within the development (i.e., 2 and 3-bedroom properties) justifies the provision of additional parking to meet the demands of families more suited to this type of accommodation (see page 7 of planning statement received 6th May 2026), it should be noted that this approach conflicts with the principles of policy H6 which clearly prioritises family housing outside of district centres as well as policy T1 which seeks to “encourage [a] modal shift away from car travel to public transport, cycling and walking”. The proposal would result in an increased reliance on the use of cars as a primary method of transport in a highly accessible and sustainable district centre location and, given the principles set out under policies H6 and T1 of the Manchester Core Strategy, should therefore not be supported.

It should also be noted that the letter from Jordan Fishwick estate agent explicitly indicates that the increased parking provision would “make the development more attractive to the market” and assist in securing sales more quickly (see page 2). This implies that the primary reason behind the proposed amendments to the scheme is an attempt to improve the marketability and commercial attractiveness of the properties, rather than a response to an identified need or evolving contextual factors.

Precedents cited – within the planning statement received on 6th May 2026, the agent highlights the importance of consistent decision-making across the Council and suggests that the current proposal aligns with a number of other residential developments that have been approved in Chorlton that feature rear parking areas (i.e., Chorlton Precinct, Albany Road, and Chorlton Baths). However, this position does not fully reflect the established principles of the UK planning system in that, whilst consistency in decision-making is clearly an important consideration, it is also widely recognised that each planning application must be assessed on its own individual merits, with regard given to its specific context, characteristics and planning history.

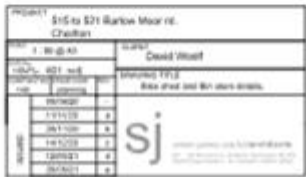
With reference to the current application, the proposal relates to a highly constrained site with a different layout, access arrangement and relationship to the surrounding residential properties than the examples cited at Chorlton Precinct, Albany Road, and Chorlton Baths, which are not considered to be directly comparable and all featured planned car parking from the outset of those schemes. Additionally, significant weight must also be afforded to the planning history of the site as the previous approvals under 127241/FO/2020 and 142731/JO/2025 established a clear approach and understanding that the rear of the site was to function solely as a pedestrianised, private, and tranquil amenity space, free from vehicular activity. The current proposal therefore represents a fundamental departure from the previously approved conditions of the site by introducing vehicle movements, associated noise disturbance, light pollution, and activity into an area that was previously not intended to accommodate such uses, thus conflicting with paragraph 140 of the National Planning Policy Framework (2024) which states “Local planning authorities should... seek to ensure that the quality of approved development is

not materially diminished between permission and completion, as a result of changes being made to the permitted scheme”.

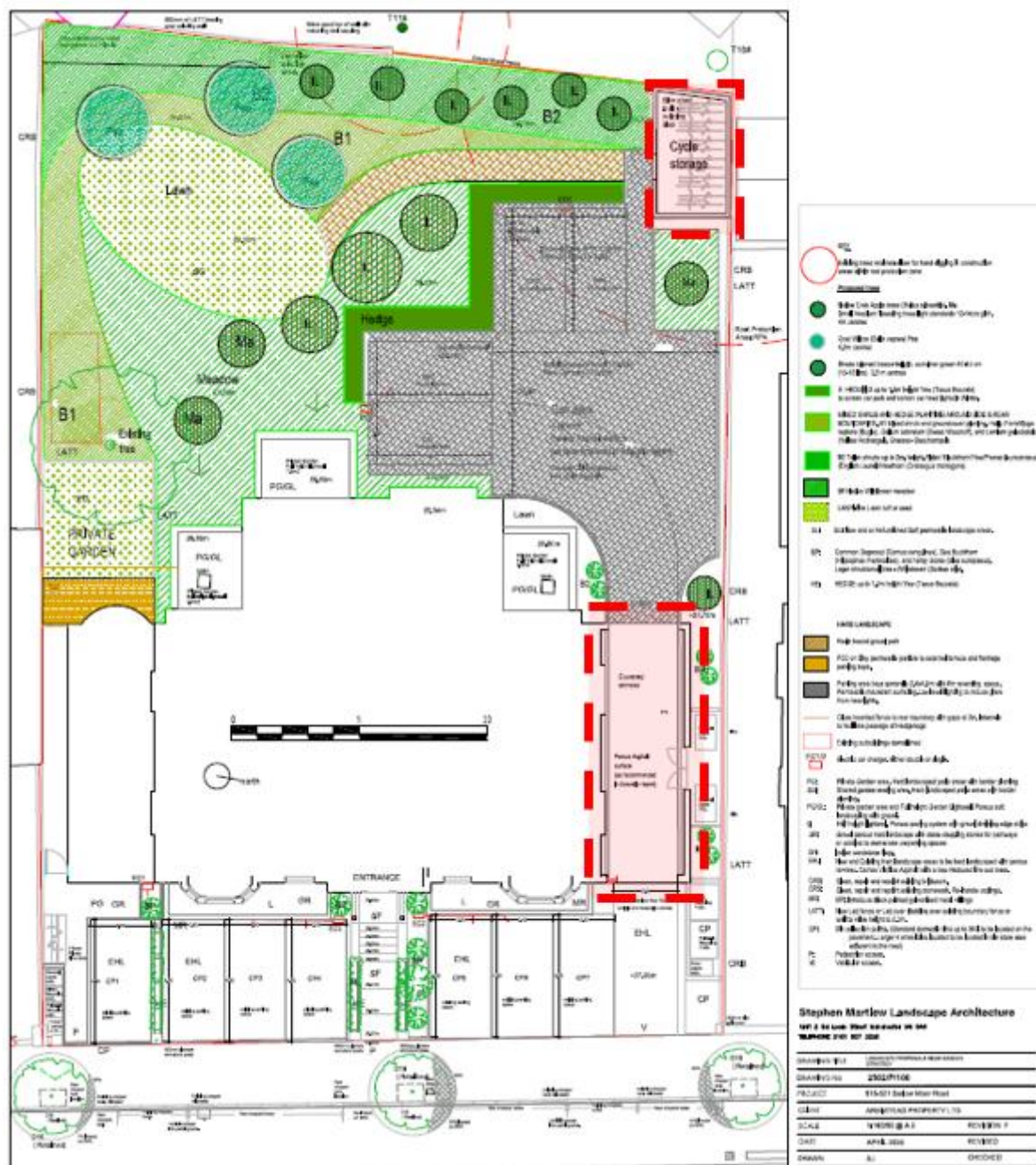
With the above in mind, it is considered that the agent’s reliance on examples cited elsewhere in Chorlton does not outweigh the need for a context-specific assessment to be undertaken for the current proposal and it should be noted that, in the case of the current application, the cited examples are not considered to be directly comparable. Further to this, the principle of consistent decision-making does not require the Council to approve proposals that are fundamentally different in context or that give rise to site-specific and demonstrable harm, noting that consistency is achieved through the consistent application of policy and planning judgement, both of which have been successfully employed during the consideration of the current application.

Submission discrepancies - within the document titled ‘S73 Variation of Condition Request, 515–521 Barlow Moor Road’, the accompanying table indicates that the specified plans condition should be amended to include plans omitted from the original permission 127241/FO/2020, namely ‘149-PL-OS1 Revision A – Site Location Plan’ and ‘149-PL-AD1 Revision E – Bike Shed and Bin Store’.

Whilst the inclusion of drawing ‘149-PL-OS1 Revision A – Site Location Plan’ would be permissible, it is unnecessary, as the drawing solely identifies the application site edged red on a location plan and does not illustrate any proposed works. The inclusion of drawing ‘149-PL-AD1 Revision E – Bike Shed and Bin Store’ within the specified plans condition would however directly conflict with other intents set out under the current application 145491/JO/2026. The current proposal seeks to omit the cycle storage previously located within the undercroft area and instead provide a bike shed in the northwestern corner of the site. In addition, elements of the waste storage previously shown within the undercroft are proposed to be relocated to the front of the building, as illustrated on drawing ‘2502/P/100 Revision F’. Given these discrepancies, it would not be possible to condition both ‘149-PL-AD1 Revision E – Bike Shed and Bin Store’ and ‘2502/P/100 Revision F’, as the drawings are contradictory and represent conflicting site arrangements.



'149-PL-OS1 revision A Site Location Plan' (left) and '149-PL-AD1 revision E Bike shed and Bin Store' (right)



Drawing '2502/P/100 revision F'

It is noted that the applicant also seeks to 'rectify a typographical error' relating to the previously conditioned front elevation drawing. This drawing was submitted by the agent under the earlier variation of condition application 142731/JO/2025. The current application proposes to amend the relevant condition wording to refer to the drawing as 'Front Ele. Rev F', numbered '149-PL-EL1(2) Rev B', rather than 'Front Ele. Rev F', numbered '149-PL-EL1(2) Rev A'. However, it should be noted that the labelling system used within this drawing is unclear (as evidenced by the figures included below) and would preferably need to be updated and corrected to accurately reflect the labelling within the proposed condition wording.

Further to this, the drawing continues to identify the undercroft route leading to the rear of the site as 'Pedestrian Access'. This annotation conflicts with the arrangements illustrated on drawing '2502/P/100 Revision F' submitted as part of the current application, which shows a

revised undercroft layout and altered access arrangements for vehicles. As such, the drawing is inconsistent with the current proposal and contributes to discrepancies within the submitted drawing set.



Front elevation drawing submitted under previous variation of condition application 142731/JO/2025

PROJECT				515 to 521 Barlow Moor rd. Chorlton					
SCALE			1 : 100 @ A3			CLIENT		Armistead Property Limited	
DWG No.			149-PL- EL1(2) RevA			DRAWING TITLE			
CONTRACT NO:		STAGE CODE		REV.		Front Ele. Rev F & Approved elevation Comparison			
149		planning		B					
ISSUED	02/05/25		-		sj simon james arq ltd/architects UK: 120 Grosvenor st. A11 Saints. Manchester. M1 7HL Spain: Enrique Larreta 1, 4b. Chamartín. Madrid. 29036				
	04/06/25		a						
	12/06/25		b						

Excerpt from labelling system of front elevation drawing submitted under previous variation of condition application 142731/JO/2025

The submission also contains the following inconsistencies between the revised and previously approved drawings, which give rise to uncertainty as to the precise nature of the proposed development:

development. The introduction of a car parking area with associated vehicle movements in this location would be harmful to the residential character of the site, giving rise to increased noise and light pollution, activity, disturbance, and comings and goings, to the detriment of the residential amenity of neighbouring occupiers, particularly those whose properties border and overlook the rear of the site, as well as prospective occupiers of the development itself. The siting of the car parking in close proximity to the “informal garden area” would also diminish the quality and use of the rear amenity space.

The proposal also raises a number of highways concerns as the narrow access via the building’s undercroft would be shared by pedestrians, vehicles and waste collection movements, resulting in potential conflict and associated safety and accessibility issues. In addition, the constrained layout of the rear parking area gives rise to concerns regarding the practicality and manoeuvrability of the proposed parking bays, which are likely to result in excessive and repeated back and forth vehicle movements, which could cause disturbance to surrounding residents.

The proposed changes to the front layout of the site would also have a harmful impact upon the visual amenity of the area as the cumulative impacts of introducing an additional parking space with a resultant loss in soft landscaping would diminish the quality of this frontage within the street scene.

Further to this, the proposal also conflicts with the conditions and intent of the original planning permission 127241/FO/2020 which was determined in July 2021 under which the rear of the site was deliberately retained as a non parking, landscaped amenity space for prospective occupiers of the development following negotiations between the Council and applicant.

On this basis, the proposal is considered to conflict with the principles set out under saved policies DC5 and DC26 of the Unitary Development Plan for the City of Manchester, policies DM1, SP1, and T1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, chapters 11 and 12 and paragraph 140 of the National Planning Policy Framework (2024), and chapter 14 and policies DP3 and DP4 of the draft National Planning Policy Framework (2025).

The agent of the application was informed of the above issues and notified of the LPA’s intent to refuse the proposal.

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.

Article 35 Declaration

The proposal would not improve the social and environmental conditions of the area, nor does it comply with the development plan and therefore does not comprise 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.

Recommendation: Refuse

Reasons for refusal

- 1) The proposal, by reason of the introduction of car parking and associated vehicular activity to the rear of the site, would significantly alter and erode the established landscape character, setting, and function of this area, which was previously secured as a pedestrianised, private, and tranquil amenity space through earlier permissions, undermining the integrity of the approved scheme and resulting in a harmful change to the character and appearance of the site. The proposal is therefore contrary to saved policy DC5 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, chapters 11 and 12 and paragraph 140 of the National Planning Policy Framework (2024), and chapter 14 and policies DP3 and DP4 of the draft National Planning Policy Framework (2025).
- 2) The proposal, by reason of the introduction of car parking and associated vehicular activity within close proximity to neighbouring dwellings and habitable rooms, would result in unacceptable harm to the residential amenity of nearby occupiers, including residents along High Lane, Barlow Moor Road and those occupying the application property, due to increased noise, light, disturbance, activity, and comings and goings. The proposal is therefore contrary to saved policies DC5 and DC26 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, chapter 12 of the National Planning Policy Framework (2024), and chapter 14 of the draft National Planning Policy Framework (2025).
- 3) The proposal, by reason of its constrained and shared access arrangements with capacity to be used by vehicles, pedestrians, cyclists, and refuse movements, together with its inadequate manoeuvring space, would result in unsafe and impractical vehicle movements and conflict between users to the detriment of highway and pedestrian safety. The proposal is therefore contrary to saved policy DC5 of the Unitary Development Plan for the City of Manchester, policies SP1, DM1 and T1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, chapter 12 of the National Planning Policy Framework (2024), and chapter 14 of the draft National Planning Policy Framework (2025).
- 4) The proposal, by reason of the siting of the car parking area in close proximity to the retained amenity space, would significantly diminish the quality, use and enjoyment of outdoor amenity areas for prospective occupiers of the development as a result of access arrangements to it, increased activity, noise, disturbance, comings and goings, and loss of privacy. The proposal is therefore contrary to saved policies DC5 and DC26 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, chapter 12 of the National Planning Policy Framework (2024), and chapter 14 of the draft National Planning Policy Framework (2025).
- 5) The proposal, by reason of the introduction of an additional parking space and the associated reduction in soft landscaping, trees and planted divisions to the front of the property, would result in a less coherent and more visually intrusive form of development that would diminish the character and quality of the street scene, to the detriment of visual amenity. The proposal is therefore contrary to saved policy DC5 of the Unitary Development Plan for the City of Manchester, policies DM1 and SP1

of the Manchester Core Strategy, policy JP-P1 of Places for Everyone, chapter 12 of the National Planning Policy Framework (2024), and chapter 14 of the draft National Planning Policy Framework (2025).