MANCHESTER CITY COUNCIL

Planning
Delegated Officer Report

SUMMARY OF APPLICATION DETAILS

Application reference:	PLA-2026-000621
Application type:	Householder planning permission
Proposal:	Retention of boundary treatment and installation of a sliding gate.
Site address:	177 Parrs Wood Road Manchester M20 4RR
Ward(s):	Burnage
Date application valid:	09 June 2026
Applicant name:	Mr Mahammed Khan
Agent (if any):	Dr Kanadi Jagafa
Case officer:	Joshua Lee
Recommendation:	Approve
Date of recommendation:	15 July 2026

DESCRIPTION OF SITE, BUILDING AND/OR AREA

The proposal is related to a two-storey semidetached dwellinghouse on Parrs Wood Road. Although Parrs Wood Road is a classified road the property is set back from the road with access from a parking area to the front. The property currently has no off-street parking.

The property is in a mostly residential part of the Burnage ward.

DESCRIPTION OF DEVELOPMENT

The applicant is proposing the Retention of boundary treatment and installation of a sliding gate.

The boundary treatment to be retained is a 1900mm high and constructed of timber painted in grey. The panels have some permeability above 1400mm.

The sliding gate is proposed to be 3m wide and be constructed of similar materials with aluminium posts.



Figure 1. Proposed elevations

RELEVANT PLANNING HISTORY

No planning history.

CONSULTATION, NOTIFICATION AND PUBLICITY RESPONSES

Consultations

Manchester City Council Highways Services

The Highways Officer has reviewed the application and raises no objection in principle to the retention of the boundary treatment and installation of the sliding gate. The proposed boundary wall is located within the application site and does not appear to encroach onto the adopted highway. The proposed sliding gate is shown as 1.9m high and 3m wide.

However, further information is requested regarding the dimensions of the driveway to demonstrate that it provides a parking space of at least 3.0m x 6.0m and that vehicles and pedestrians would not be displaced onto the public highway. In addition, an assessment of pedestrian visibility splays at the vehicular access is required to ensure adequate visibility is provided.

The Highways Officer also notes that there is currently no dropped kerb serving the proposed access, although confirmation has been provided by the Council's Highways Maintenance Team that one is to be installed. Any fencing or railings adjacent to the highway should be visually permeable above 600mm in height to maintain visibility for child pedestrians.

Should planning permission be granted, the Highways Officer recommends the inclusion of standard informatives relating to highway licences, temporary traffic management arrangements, and any structural works adjacent to the highway.

Notifications and publicity

Neighbour letters
No response received.

NEGOTIATIONS

None required.

RELEVANT POLICIES

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, decisions on planning applications must be made in line with the statutory development plan, unless material considerations indicate otherwise.

For Manchester, the development plan comprises:

- The Core Strategy (2012–2027)
- Saved policies of the Unitary Development Plan (UDP)
- The Places for Everyone Joint Development Plan Document (2022–2039)

These documents are considered up to date and carry substantial weight in decision-making. Supplementary Planning Documents (SPDs) and other local guidance may also be relevant.

National planning policy, including the National Planning Policy Framework (NPPF), is a material consideration and provides overarching guidance.

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.

Where applicable, the Council must give special regard to preserving the character of conservation areas and the setting of listed buildings, in line with statutory duties under the Planning (Listed Buildings and Conservation Areas) Act 1990.

The policies referenced in this report are those considered most relevant to the nature, scale and location of the proposed development as follows:

- The Manchester Core Strategy Development Plan Document 2012-2027
    - Development Management and Planning Obligations
        - DM 1 - Development Management
    - Objective 1 - Spatial Principles
        - SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1)
    - Objective 6 Environment
        - EN 1 - Design Principles and Strategic Character Areas
- Guide to development in Manchester - supplementary planning document and planning guidance, April 2007
- Extant Unitary Development Plan (UDP) –
    - Citywide Development Control Policies
        - DC1 - Residential extensions
- Places for Everyone Plan Joint Development Plan Document 2022-2039-
    - Strategy
        - JP-Strat5: Inner Areas
    - Sustainable and Resilient Places

        - JP-S1: Sustainable Development
    - Places for People
        - JP-P1 Sustainable Places
    - Connected Places
        - JP-C5: Streets for All
- National Planning Policy Framework (NPPF) December 2024–
    - Section 2 - Achieving sustainable development
    - Section 4 – Decision-making
    - Section 12 – Achieving well-designed places
- National Planning Policy Framework Draft for Consultation December 2025 - National decision-making policies
    - Chapter 3 – Decision-making policies
        - DM1: Preparing development proposals
        - DM2: Information requirements
        - DM3: Determining development proposals
        - DM6: Use of planning conditions and obligations
        - DM7: Relationship with other regulatory regimes
        - DM8: Unauthorised development and enforcement
    - Chapter 4 - Achieving sustainable development
        - S3: Presumption in favour of sustainable development
        - S4: Principle of development within settlements
    - Chapter 12 - Making effective use of land
        - L4: Residential extensions
    - Chapter 14 - Achieving well-designed places
        - DP3: Key principles for well-designed places
        - DP4: The Design process
    - Chapter 15 - Promoting sustainable transport
        - TR4: Street design, access and parking
        - TR6: Assessing transport impacts

ASSESSMENT

Principle of Development

The application seeks planning permission for the retention of a front boundary treatment and the installation of a sliding gate and is therefore considered under Section 73A of the Town and Country Planning Act 1990 (as amended), which allows for development carried out without permission to be regularised.

In principle, development of this nature within the curtilage of an existing dwellinghouse is acceptable, provided it does not give rise to unacceptable impacts in terms of visual amenity, highway safety or neighbouring amenity. The site lies within an established residential area where boundary enclosures are a common feature.

Whilst some boundary treatments may fall within permitted development rights, the height of the structure and its siting adjacent to a public highway mean that planning permission is required in this case. The proposal must therefore be assessed against the relevant development plan policies and material considerations.

Given the modest, domestic scale of the development, there is no objection in principle to the retention of the boundary treatment and installation of the sliding gate, subject to detailed assessment of design, appearance and highway safety matters.

Appropriate siting, layout, scale, form, massing, materials, and detail

The boundary treatment comprises a timber fence with a permeable upper section and a matching sliding gate positioned along the front boundary of the property. The design is domestic in appearance and utilises materials commonly found within residential environments.

Whilst the enclosure exceeds the height that could ordinarily be erected adjacent to a highway under permitted development rights, the overall visual impact is moderated by the permeable upper section, which reduces its perceived bulk and allows views through the structure.

Having regard to its scale, design and positioning, the development is not considered unduly prominent or visually intrusive. The proposal would not appear overbearing when viewed from neighbouring properties or the public realm and would remain proportionate to the host dwelling and its plot.

The proposal is therefore considered acceptable in terms of its siting, scale, design, materials and appearance

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.

Whilst the boundary treatment is visible from the public realm, it is considered to be of an appropriate domestic design and constructed from materials that are sympathetic to the residential character of the street. The development would not introduce an incongruous or visually disruptive feature into the streetscene.

The Council generally seeks to maintain an open character to residential frontages and will consider carefully proposals for enclosed front boundaries. However, each proposal must be assessed on its individual merits. In this case, the enclosure is not considered to result in unacceptable harm to the character of the area, particularly having regard to the presence of other substantial boundary treatments and mature hedging within the locality.

Weight is also given to the planning permission granted for a comparable front boundary treatment at 171 Parrs Wood Road (reference 137372/FH/2023), which demonstrates that similar forms of development can be accommodated without causing material harm to visual amenity.

Overall, the proposal would preserve the character and appearance of the surrounding area and accords with the relevant design policies of the Development Plan

Effects on amenity

Privacy

Given the nature of the proposal as a boundary treatment, there would be no overlooking or loss of privacy. The height and permeable trellis design would not create any material impact on neighbouring amenity.

Light

Due to its limited height and scale, the proposal would not result in any significant loss of daylight or sunlight to neighbouring properties.

Road Safety and Traffic Generation

The proposal relates solely to the retention of a boundary treatment and installation of a sliding gate at an existing dwellinghouse. It would not result in additional floorspace, a change of use, the creation of a new vehicular access, or an intensification in the use of the site. Consequently, the proposal is not expected to generate additional vehicle movements or materially affect traffic conditions on the surrounding highway network.

The Council's Highways Officer has requested further information relating to driveway dimensions and pedestrian visibility splays. Whilst these comments are noted, the application does not seek permission for a new access, a new area of hardstanding or the provision of additional parking. The proposal is limited to the boundary treatment and gate itself, and therefore the acceptability of the development must be assessed in that context.

The proposed enclosure is contained wholly within the application site and does not encroach onto the adopted highway. Whilst exceeding the height that could ordinarily be erected adjacent to a highway under

permitted development rights, the development incorporates a permeable upper section which assists in reducing its visual impact.

Significant weight is also given to the character of the adjoining service road. Vehicle speeds are low due to the nature of the road layout, the presence of existing parking and the need for drivers to manoeuvre cautiously. In these circumstances, the proposal is not considered likely to prejudice highway safety.

Taking all matters into account, including the limited nature of the development, the absence of any increase in traffic generation, the permeable design of the enclosure and the characteristics of the surrounding highway environment, the proposal is considered to have an acceptable impact on highway safety and accords with Policies DM1 and EN1 of the Core Strategy, Policy JP-C5 of Places for Everyone and the relevant provisions of the NPPF

Vehicular access and car parking

The application relates to the retention of a boundary treatment and the installation of a sliding gate at the frontage of the site. The existing driveway and associated hardstanding are already present and do not form part of the proposals.

Flood risk and drainage.

The site is not located in a flood risk area and therefore does not require a flood statement or assessment.

The proposal has a negligible impact on drainage using the existing drainage on site.

OTHER LEGISLATIVE REQUIREMENTS

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

CONCLUSION

The proposal seeks retrospective planning permission for the retention of a front boundary treatment and installation of a sliding gate at an existing dwellinghouse.

The development is considered acceptable in principle and would not result in harm to the character or appearance of the surrounding area. The boundary treatment is of a domestic design, incorporates a

permeable upper section and is compatible with the varied pattern of boundary enclosures within the locality.

Whilst concerns have been raised by the Highway Authority regarding visibility and driveway dimensions, the proposal does not involve the creation of a new access, the provision of additional parking or any intensification in the use of the site. The development would not generate additional traffic and, having regard to the low-speed character of the adjoining service road, is not considered to give rise to a detrimental impact on highway safety.

Weight is also afforded to the planning permission previously granted for a comparable boundary treatment at 171 Parrs Wood Road. Taking all matters into account, the proposal is considered to comply with the relevant policies of the Development Plan and the National Planning Policy Framework.

The development is therefore recommended for approval.

RECOMMENDATION: APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be acceptable and therefore determined within a timely manner.

CONDITIONS

1. 3-year time limit

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

Reason - Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Specified plans

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

a. Location plan.pdf - Location plan - 9 Jun 2026
b. Proposed elevations.pdf – Plan - Proposed elvation - 9 Jun 2026
c. Proposed Boundary Treatment and Gate.pdf – Plan -Boundary treatment and gate - 9 Jun 2026
d. Block plan.pdf - Site Plan - Site plan - 9 Jun 2026

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 & of Places for Everyone.

3. Materials

The materials used in the external surfaces of the development hereby approved shall be as follows:

a. Fence/ gate panels: timber painted in grey

b. Posts: Concrete posts

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