

Parking Statement

For a rear extension to an existing terraced house at:
169 Bury New Road, Whitefield, Manchester, M45 6AB

8th December 2025

V3



Introduction

The proposed rear single-storey extension to the terraced property at 169 Bury New Road, Whitefield, Manchester, M45 6AB, would not affect the number of staff or visiting clients. The proposed extension is intended as an upgrade to the existing staff facilities. The existing and proposed floor plans have been expanded to include the entire ground floor plan, as requested.

Existing Use of the Building

The building is currently used as a hair salon operating under the name Hairsolved.

Opening Hours

The salon operates from 10:00 to 18:00 Monday to Friday and from 09:00 to 17:00 on Saturday. It is closed on Sundays and public holidays.

Existing and Proposed Staff Numbers

There are up to six staff members at the property at any one time (five local and one commuter). The proposal does not increase staffing or visitor numbers, and staff numbers will remain unchanged following the development.

How Staff and Customers Access the Site

All staff and customers access the property through the front entrance on Bury New Road. The rear access door will be retained as part of the proposal but will remain in use solely for accessing the smoking area to the rear and the refuse bins.

Where Staff and Customers Park

Only one staff member commutes to work by car and parks on the street in the local area. The remaining staff and all customers either walk, use public transport, or are dropped off, with no dedicated parking required. There are no existing off-street parking spaces in use at the property.

Justification for Loss of Former Rear Yard Parking Area

The proposed development seeks to build over a large portion of the rear yard area. Prior to the installation of the unauthorised Portacabin, the rear yard was not in use for parking, as confirmed by the operational history since Hairsolved took over the premises. Although the property features wide access gates to the rear, the rear yard has never been utilised as a parking space due to the narrow and difficult vehicular access through the rear alleyway, which renders it impractical and unsafe for vehicle manoeuvring. No vehicle was displaced by the installation of the Portacabin, and consequently, no vehicle has been displaced to on-street parking or elsewhere as a result.

The unauthorised Portacabin is to be removed to accommodate the new extension; however, this removal is not relied upon to justify the loss of the former potential parking area, as the yard was underutilised and inaccessible for parking purposes both before and after its installation. The loss of this area is therefore justifiable, as it has had no practical impact on parking provision, and the development will not exacerbate any existing highway issues.

How the Proposal Will Change What Occurred Prior to the Unauthorised Portacabin Being Installed

The proposed arrangement will not change the existing parking or access arrangements compared to the situation prior to the unauthorised Portacabin being installed. The rear yard was not used for parking before the Portacabin, and the extension will maintain the status quo in terms of staff numbers, visitor access, and parking demand. All access will continue via the front entrance, with the rear door retained for non-vehicular purposes only.

Conclusion

Considering that no changes are proposed to the existing staff numbers or visitors, and there are no changes to the existing parking arrangements, it is considered that the proposal would have no additional impact on local parking provision or the surrounding highway network.

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