MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	142574/FO/2025
Date registered valid:	27 June 2025
Proposal:	Erection of a part single/part two storey side extension to form a one bed dwellinghouse.
Address:	15 Craigmore Avenue, Manchester, M20 2YQ
Ward(s):	Didsbury West Ward
Applicant:	Mr Hassan Ibrahim
Agent (if any):	Mr Saghir Hussain Create It Studio Architects
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Refuse
Date of recommendation:	29 July 2025



Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 11 July 2025

Standard consultations:
Printed: 7 July 2025 Expired: 28 July 2025

Neighbour notifications
Printed: 7 July 2025 Expired: 28 July 2025

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

15 Craigmore Avenue is located at the junction with Micklehurst Avenue. It is a 2 storey high dwellinghouse, constructed from brick (which is currently painted) and topped by a hipped roof of slate and is typical of the Interwar properties found throughout this part of south Manchester. There is a mix of garden and hardsurfaced areas to the front, side and rear of the dwellinghouse. Vehicular access is taken off Craigmore Avenue.

There are dwellings to the north and west of the site and on the opposite sides of Craigmore Avenue and Micklehurst Avenue. The area is predominantly residential in nature as can be seen from the image below (application site is circled below).



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

Description of development

The applicant is proposing to erect a part single/part two storey side extension to form a one bed dwellinghouse.

Previously the applicant obtained planning permission to erect a part single/part two storey side extension to provide additional living accommodation, which is identical to that now proposed for a dwelling, was approved in February 2023 under reference 135321/FH/2022.

Prior to the above application consent had been applied for under ref: 131110/FO/2021 to erect a two storey dwelling on the side of the existing property but that application was refused in January 2022 for the following reasons:

1) The proposed development, by reason of its design and siting, would be out of character with the historic pattern of development in the area and result in an incongruous feature in the streetscene. It would therefore be detrimental to existing levels of visual amenity enjoyed on Craigmore Avenue and Micklehurst Avenue and contrary to Policies SP1 and DM1 in the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework and National Design Guide.

2) The proposed development, by reason of its siting, would have an overbearing impact and lead to the overlooking and overshadowing of the neighbouring property and would as a result have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of no. 1 Micklehurst Avenue, contrary to Policy DM1 in the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework and National Design Guide.

3) The proposed development, due to its design and siting, would provide inadequate levels of private amenity space which would lead to the creation of poor living standards. As a result, the proposal would be contrary to the guidance contained within the Manchester Residential Quality Guidance, the National Planning Policy Framework, the National Design Guide and policy DM1 in the Manchester Core Strategy.

Consultations & Notification Responses

Local Residents – Four letters of objection have been received, the contents of which are summarised below:

- Access to the driveway serving no. 2 Micklehurst Avenue will be impacted on as it is on an angle to the road and needs room and flexibility for manoeuvring on and off the driveway.
- Parking will be impacted as Micklehurst Avenue is very congested with cars and not all the houses have a driveway; it's also a very narrow road and all vehicles park on the pavement as other vehicles cannot pass if cars are parked on the road on either side.
- In sufficient parking is proposed for the proposed dwelling and no. 15 Craigmore Avenue, this will increase parking pressures on Craigmore and Micklehurst Avenues.
- The proposal would block light and lead to overshadowing.
- The proposed extension appears to have a very similar footprint to a previous extension which was rejected.
- The proposed extension is not in keeping with the rest of the houses in the area.
- The extension would set a precedent for converting other properties in the area into cramped terraced housing and/or flats.

- The extension will overlook neighbouring properties and infringe on privacy as well as blocking sunlight.
- The development will exacerbate already very busy parking on Craigmore/Micklehurst Avenue. Not only has this severely restricted parking spaces but has also contributed to accidents at the Micklehurst/Craigmore junction.
- The planned development appears to be cramming in as many tenants into confined living spaces as possible without care or consideration to providing quality accommodation or to the associated impact on the surrounding area.
- The application detracts even further from the character of the area than the plans which were rejected in 2021. It would make the entrance to seem uneven and does not match any of the current extensions in the area.

Highway Services – Highway Services have made the following comments:

- Given that the proposed development is resultant in one additional dwelling, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.
- It is noted that 2no. on-site parking provision is to be made, confirmation is required on whether the 2no. parking spaces will be allocated as one space for the existing dwelling and one for the proposed dwelling.
- All individual driveway parking spaces should be a minimum of 3.0m x 6.0m to ensure that vehicles / pedestrians do not impact on the adopted highway.
- Highways would not support any greater than a double dropped kerb, and therefore the driveway should be positioned at an appropriate point away from the neighbouring driveway.
- It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available.
- In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.
- It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. Plans indicate that all gated accesses provide inward opening gates and do not impact on the adopted footway or highway. This arrangement is acceptable in principle to Highways.
- A Construction Management Plan should be submitted prior to the start of works and conditioned.

Environmental Health – Suggests the imposition of a number of conditions designed to protect residential amenity and public health, namely acoustic insulation, waste management, contaminated land, vehicle charging and construction management.

Greater Manchester Police – Suggest the imposition of the Secured by Design condition.

Policies

The National Planning Policy Framework (December 2024) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

c) approving development proposals that accord with an up-to-date development plan without delay; or
d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear strong reason for refusing the development proposed; or
ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

In addition to the above, Section 5 (*Delivering a sufficient supply of homes*) and 12 (*Achieving well-designed places*) are of relevance:

Paragraph 61 in section 5 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.

Paragraph 73 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom-build housing;
c) use tools such as area-wide design assessments, permission in principle and Local Development Orders to help bring small and medium sized sites forward;
d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and

e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

Paragraph 131 in Section 12 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

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

Paragraph 138 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design54, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policies are set out below:

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

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

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy H1, *Overall Housing Provision* – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sited in sustainable locations and which takes account of
- the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy EN1, *Design Principles and Strategic Character Areas* – This policy states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN 8, *Adaption to Climate Change* – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 16, *Air Quality* – The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

Policy EN19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

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

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Manchester Residential Quality Guidance 2016 – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

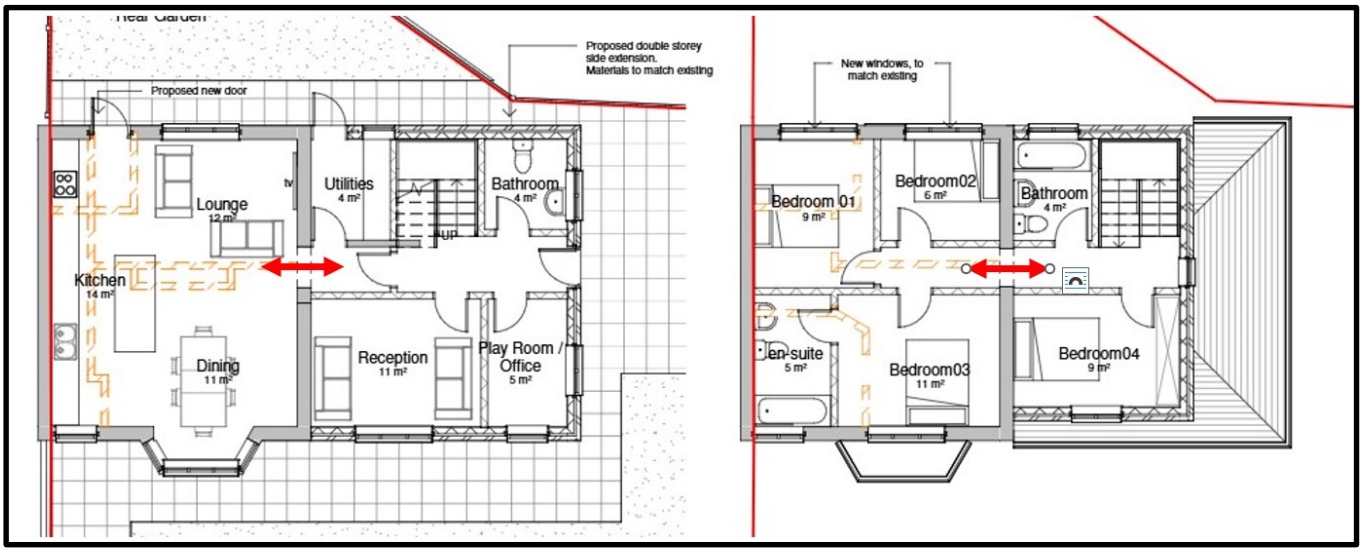
Guide to Development in Manchester Supplementary Planning Guidance – Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

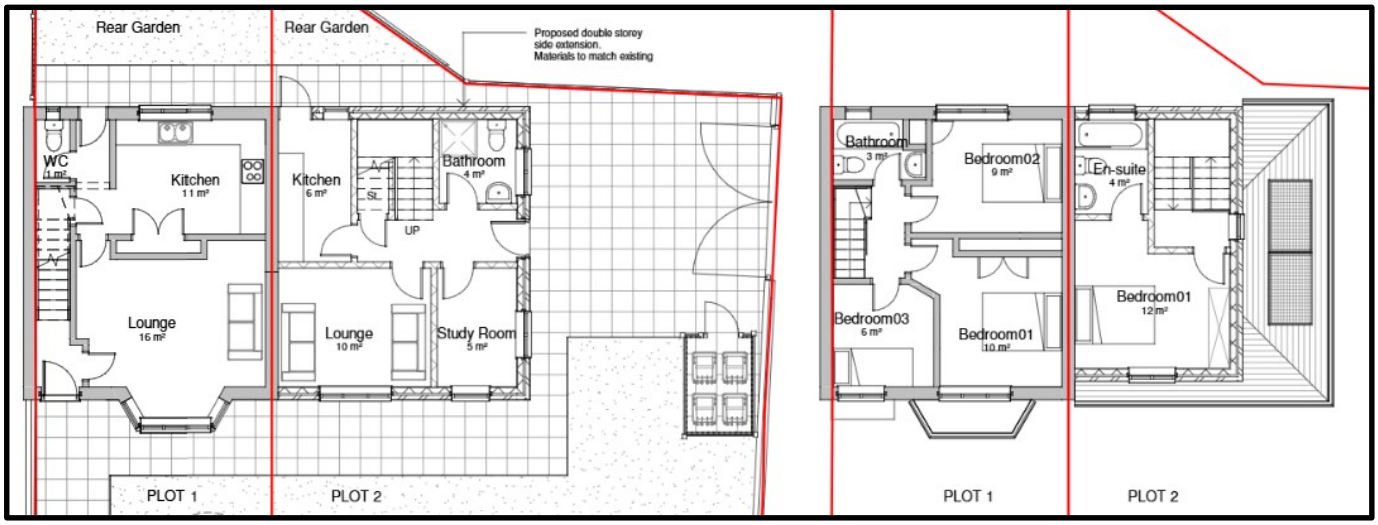
Other Material Considerations - The application site is not identified within the Councils published Strategic Housing Land Availability Assessment and the latest statement relating to the Councils 5 year housing land supply indicates a supply of deliverable sites of 6.2 years. In addition the latest published Government housing delivery test published in December 2024 indicates a delivery of 129% of homes required.

Issues

Principle of the Proposal – The principle of developing to the side of no. 15 Craigmore Avenue has already been established with the granting of planning permission for the same structure in February 2023, under reference 135321/FH/2022. That proposal was for additional accommodation for the residents of no. 15 Craigmore Avenue and as can be seen below allowed for movement between the existing property and proposed extension:



The applicants are now proposing to erect the same extension, but this time to form a separate dwellinghouse:



While it is acknowledged that this is the same structure as previously approved, it is also recognised that an application to erect a new dwellinghouse on the site was previously refused (131110/FO/2021), primarily because it was out of character with the historic pattern of development in the area and would have resulted in an incongruous feature in the streetscene.

While there is no objection to extending the existing property in order to provide additional accommodation for its residents, it is still considered that provide an additional dwellinghouse to the side of the property would be out of character with the historic pattern of development in the area. Furthermore, having regard to the size of the site, it is considered that the provision of an additional dwellinghouse on this site would constitute an overdevelopment.

Given the above, the principle of providing an additional dwellinghouse to the side of no. 15 Craigmore Avenue is not supported.

Character of the Area – The predominant character of the area is one of dwellinghouses that follow a recognised building line and a distinct pattern of development that includes dwellinghouses set back at junctions.

As can be seen below (annotated by the numerous red circles), individual dwellinghouses are set back from the road perpendicular to them in order to create a sense of openness. It is considered that erecting a separate dwellinghouse in the location proposed (annotated by the white star) would erode this sense of openness. It is for this reason that it is considered the proposal is contrary to the pattern of development in the area and would have a detrimental impact upon the character of the neighbourhood in which it sits.

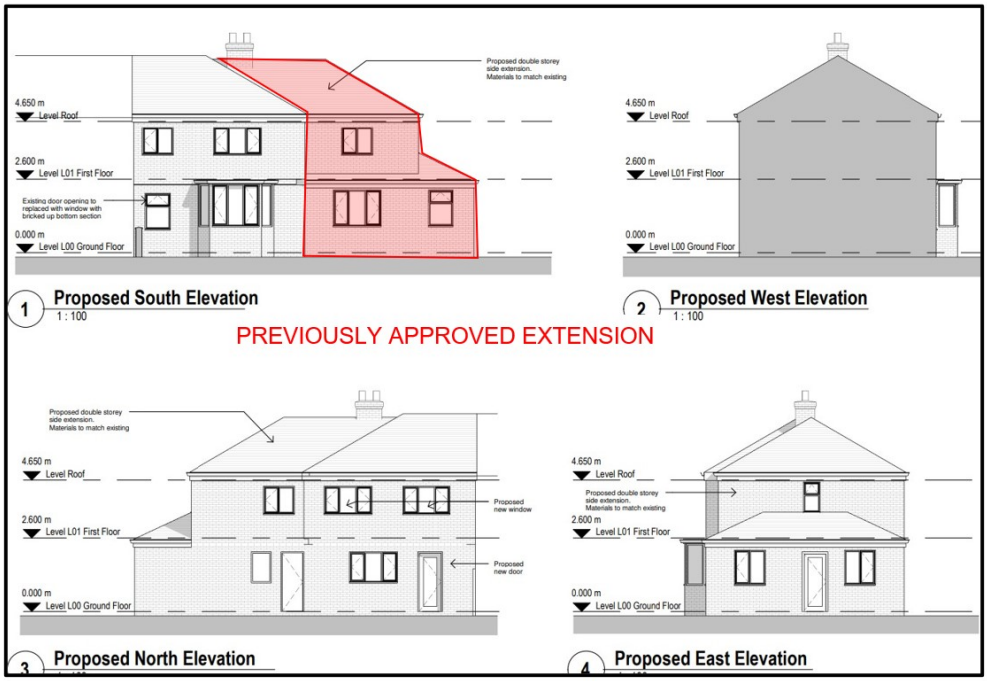


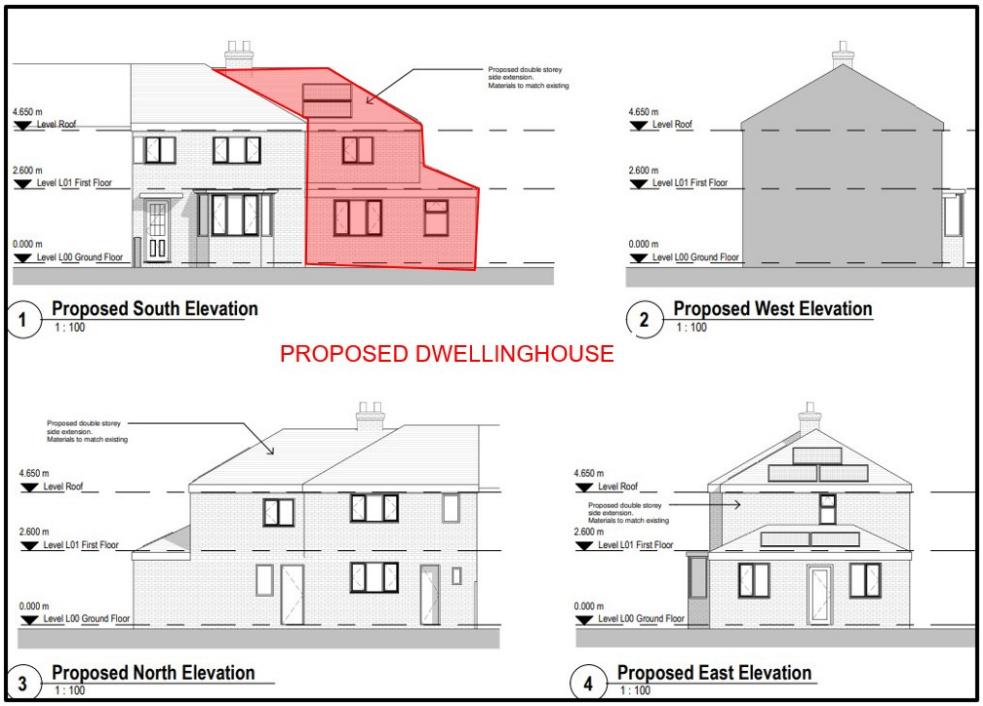
Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards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

For a dwelling of this size (1 bed and part single/part 2 storey high) the guidance states that 58m² of accommodation should be provided. As approximately 58.5m² of accommodation is to be provided the proposal complies with Manchester's space standards.

Design and Massing – Apart from the introduction of solar panels on the proposed dwellinghouse, the design and massing of the both the previously approved extension and the proposed dwellinghouse are identical.

Overall, the design of the proposed building has been informed by the neighbouring properties. Notwithstanding that, it is not considered that this alone would overcome the issue of concerns, i.e. overdevelopment and the detrimental impact on the character of the area and upon existing levels of visual amenity.





Siting – The front and side elevations of the proposed dwellinghouse conform with the building lines evident on Craigmore Avenue and Micklehurst Avenue. However, as the siting of the proposed dwellinghouse in this location conflicts with the recognised pattern of development in the neighbourhood the siting of the proposal is not considered acceptable.

The resultant provision of a separate dwelling would result in the storage of waste bins to the front of both properties together with the inclusion of separating boundary treatments. These elements cumulatively would add to the change in the character of the area and in the streetscene. It is considered that the proposal would form an incongruous feature in the streetscene and as a result would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

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

Impact upon Privacy – There is only one window at first floor level in the rear elevation of the proposed extension that faces the adjoining garden of no. 1 Micklehurst Avenue. As this would be a bathroom window and be fitted with obscure glazing it would not lead to overlooking.

Noise – Given the domestic nature of the activity that would be associated with a single dwellinghouse it, it is not considered that the proposal would be an inherently noise generating development.

Daylight/Overshadowing – Given the scale and massing of the proposed building and its siting 6.2 metres away from the side elevation of no, 1 Micklehurst Avenue, it is not considered that the proposal would result in the excessive overshadowing of the adjoining dwelling. As the proposed building is to the immediate south there would be some loss of direct sunlight to the side garden of no. 1 Micklehurst Avenue but it is considered that this would not be undue. There are no windows in the side elevation of no. 1 Micklehurst Avenue and the main windows serving habitable rooms at that property are front and rear facing and do not face towards the proposed extension

In light of the above, it is not considered that the proposed extension would have an unduly detrimental impact upon the levels of residential amenity enjoyed by the occupants of the adjoining dwellings.

Amenity Space – Due to the shape of the site and the siting of the proposed building there is little room for the provision of private amenity space. While there is amenity space to the front and side of the property, the only private amenity space on offer would be a small triangular lawned area at the rear. This is considered insufficient for the future occupants.

Pedestrian and Highway Safety – It is not considered that the dwelling would significantly increase the level of traffic within the vicinity of the site so as to prove detrimental to the levels of pedestrian and highway safety enjoyed along Craigmore Avenue and Micklehurst Avenue.

Car Parking – One parking space is proposed for both the proposed and existing property, any existing additional vehicles associated with either property would have to park on-street. As this is a similar arrangement to that seen throughout this estate, the level of parking is considered acceptable in this instance.

Conclusion

While the proposed development replicates a previously approved extension in terms of design and scale, the current application seeks to establish a separate dwellinghouse, which raises distinct planning concerns. The proposal is considered unacceptable in principle due to its conflict with the established character and historic pattern of development in the area. It would introduce an incongruous feature into the streetscene, resulting in overdevelopment of the site and a loss of openness at a corner location.

Although the proposal meets internal space standards and would not unduly harm residential amenity or highway safety, the limited provision of private amenity space further undermines its suitability as a standalone dwelling. Consequently, the application is not supported due to its detrimental impact on the character of the area, the overdevelopment of the site and the inadequate provision of private amenity space..

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.

Recommendation: Refuse

Article 35 Declaration

The proposal was assessed against the policies within the Manchester Core Strategy Development Plan Document and the guidance contained within the National Planning Policy Framework. The applicant was advised that the proposal would constitute overdevelopment of the site and have a detrimental impact upon the existing levels of visual amenity enjoyed within the vicinity of the site. As the nature of the proposal is considered to be unacceptable and the applicant has requested that the proposal be determined in its current format, a solution that was acceptable to both the Local Planning Authority and the applicant could not be reached.

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

1) The proposed development, by reason of its scale, siting, and plot subdivision, would represent an overdevelopment of the site that would result in a cramped and incongruous form of development out of keeping with the established pattern of development and overall character of the surrounding area. As such, the development would be contrary to Policies JP-H2 and JP-H3 in The Places for Everyone Joint Development Plan Document, the guidance contained within the National Planning Policy Framework and National Design Guide, Policies SP1 and DM1 in the Manchester Core Strategy.

2) The proposed development, by reason of its design and siting, would be out of character with the historic pattern of development in the area and result in an incongruous feature in the streetscene. It would therefore be detrimental to existing levels of visual amenity enjoyed on Craigmore Avenue and Micklehurst Avenue, contrary to Policies JP-H2 and JP-H3 in The Places for Everyone Joint Development Plan Document, the guidance contained within the National Planning Policy Framework and National Design Guide, Policies SP1 and DM1 in the Manchester Core Strategy.

3) The proposed development, due to its design and siting, would provide inadequate levels of private amenity space which would lead to the creation of poor living standards. As a result, the proposal would be contrary to the guidance contained within the Manchester Residential Quality Guidance, the National Planning Policy Framework, the National Design Guide, Policies JP-H2 and JP-H3 in The Places for Everyone Joint Development Plan Document and Policies SP1 and DM1 in the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

1 Southdene Avenue, Manchester, M20 2XW
8 Micklehurst Avenue, Manchester, M20 2XR
10 Micklehurst Avenue, Manchester, M20 2XR
7 Micklehurst Avenue, Manchester, M20 2XR
4 Micklehurst Avenue, Manchester, M20 2XR
2 Micklehurst Avenue, Manchester, M20 2XR
12 Craigmore Avenue, Manchester, M20 2XL
8 Craigmore Avenue, Manchester, M20 2ZL
1 Micklehurst Avenue, Manchester, M20 2XR
13 Craigmore Avenue, Manchester, M20 2YQ
2 Southdene Avenue, Manchester, M20 2XW
5 Micklehurst Avenue, Manchester, M20 2XR
3 Micklehurst Avenue, Manchester, M20 2XR
17 Craigmore Avenue, Manchester, M20 2XL
10 Craigmore Avenue, Manchester, M20 2XL
6 Micklehurst Avenue, Manchester, M20 2XR

Appendix 2 – Planning constraints

Article 4 Direction - Removal of PD Rights Change Of Use From Class C3 To Class C4
Area Team Boundary - Name: SOUTH AREA