

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143503/FO/2025
Date registered valid: 9 September 2025
Proposal: Change of use of basement to form 1no. self contained apartment together with alterations to rear roof and installation of a rear dormer
Address: 50 Barlow Road, Manchester, M19 3DA
Ward(s): Levenshulme Ward

Applicant: Mr. Ishfaq Hussain
Agent (if any): Mr. Vasham Hussain
Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Refuse
Date of recommendation: 29 October 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 22 September 2025

Expired: 13 October 2025

Neighbour notifications

Printed: 22 September 2025

Expired: 13 October 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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

This application relates to a two-storey mid-terraced residential property in a row of 10. The row, and the row opposite, appear to have previously formed a local shopping centre, judging by the window sizes of the properties, although many of the properties have now been converted into Class C3 houses.

The row of properties, on which the property is situated, comprises of 5 residential properties, of which the application site is the fourth, and there are then 2 retail/commercial properties, and a further 3 residential properties. Also the final 4 properties on the row (i.e. one commercial unit and 3 residential units) have a small front yard surrounded by a low level brick wall, with the end 2 properties having a basement window/light well. The first 6 properties (i.e 5 residential units and one commercial unit) have an open forecourt, which some of the properties use to park a single motor vehicle.

The application site is currently used as a residential property by virtue of the following planning permission:

030501 -Conversion of shop and dwellinghouse into a dwellinghouse - Approved 22 January 1988

It is now proposed to carry out the following works, at the property:

- Change of use of the basement to form a self contained one-bedroom apartment. This also involves building a low level wall, around the front forecourt, and excavating the front area to

enable steps to be created down to a new door, into the flat. A lightwell is also proposed in the rear yard.

- Installation of a rear dormer, which would attach to the main roof, but which would be mostly above an existing two-storey outrigger. This would form an additional (5th) bedroom to the existing 4 storey residential property. The dormer would be constructed in brickwork and PVC cladding, with a flat roof and slight set-back from the roof edges.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway Services - Make the following comments:

HIGHWAY SAFETY AND TRAFFIC IMPACT

Highways have no concerns in terms of highway safety or trip capacity.

PARKING

There is controlled on street parking available during the day with uncontrolled parking after 6pm weekdays and after 5pm on the weekend.

No on-site parking is proposed. Typically, for a four or a five bedroomed property, up to three on-site parking spaces would be recommended. However, this site does not currently offer any off road parking space.

The proposed development adds a bedroom to the existing above ground property and presents a separate apartment in the basement space. This basement apartment will have one bedroom.

The additional bedroom in the main dwelling and the construction of an apartment could generate a further demand for on street parking. However, the increase in demand can only be expected to be nominal and is therefore not considered to be unsustainable.

CYCLE STORAGE

For the apartment it is recommended that one covered secure space is made available. This space should not impede a corridor or other walkway.

CONSTRUCTION PHASE

For the construction phase, the numbers of construction vehicles are unlikely to generate unacceptable on-street parking demands.

Strategic Area and Citywide Support Manager - Recommend that a condition is attached, to any permission, in relation to construction hours

Greater Manchester Police - Make the following comments:

Like several others in the immediate vicinity, planning consent to change the use of number 50 from retail/commercial to a single dwellinghouse was approved some years ago, in 1988. With regards to the use of the basement, of number 50, as a self-contained apartment, they have some concerns. Firstly, poor quality housing can have a detrimental effect of the health of its residents. Aside from the near absence of windows and subsequent penetration of natural light into the property, made worse by its below street-level location, the internal and external space available to future residents is minimal. Secondly, the proposed location for refuse bins (in the rear yard of number 50) is not practical for residents of the apartment - not only is it some distance from the basement entrance door but it would involve apartment residents entering the

yard of a quite separate property, which may compromise the security of the property. Other more convenient locations, i.e., on the street outside the property or at the bottom of the proposed street to basement-door steps is both unhealthy, an obstruction and would further diminish the appearance of the street. Thirdly, the arrangement of steps immediately in front of the large front room window at ground floor level would result in a loss of privacy and possible disturbance to ground floor residents as basement floor residents and visitors come and go. They suspect that the privacy issue could be reduced if the large, ground floor window was replaced with one of more modest proportions. Finally, the below street-level location of the basement entrance door makes it vulnerable to criminal activity. The door will be largely out of view of passers-by or neighbouring residents, screened by the proposed balustrade wall as well as by cars, which seem to regularly park on the forecourt of neighbouring properties. Overall, the proposed basement apartment would not provide a suitably safe, secure or healthy place for future residents.

They have no issue with the proposed alterations to the roof and addition of a dormer at the rear as such, however coupled with the use of the basement as a self-contained apartment, they are additionally concerned about the increase in intensity of use of the property. The limited availability of parking, on and off the street, is an issue currently, and the use of pavements and forecourts for parking is detrimental to the appearance of the street and not conducive to pedestrian/highway safety, particularly as this section of Barlow Road includes two T-junctions and a 900 turn. The removal of a section of forecourt to allow the development to proceed not only removes a potential parking place but also adds another household to the street who may require a parking space for their own vehicle.

To conclude, they consider the proposed basement apartment would not provide a suitably safe, secure or healthy place for future residents, would compromise the privacy and security of residents of the ground and upper floor of number 50 and, along with the piecemeal changes that have taken place along this section of Barlow Road that have been poorly executed, would add to an already visually and functionally chaotic section of Barlow Street that they consider is detrimental to the safety and amenity of residents, passing pedestrians and motorists. They have given some thought to the suggestion of conditions tying the basement residential use to that of the upper floors and to the submission of measures to secure the basement apartment, access to it and access into the rear yard, but conditions would not adequately address all of their concerns.

Issues

National Planning Policy Framework (December 2024) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants. Communities, local planning authorities and other interests throughout the process (paragraph 131).

In addition to the above, Sections 5 (Delivering a sufficient supply of homes) and 8 (Promoting healthy and safe communities) is 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 Paragraph 63 states that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing; families with children; looked after children; older people (including those who require retirement housing, housing with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes.

Paragraph 96 in Section 8 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lives.

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.

Policy SP1 identifies the City Council's Core Development Principles and states that 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
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy H5 relates to Housing in Central Manchester and states that, over the lifetime of the Core Strategy, Central Manchester will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 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 and 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.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved Policy DC1.1 states that in determining planning applications for extensions to residential properties, the Council will have regard to:

- a. The general character of the property;
- b. The effect upon the amenity of the neighbouring occupiers;
- c. The desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. The overall appearance of the proposal in the a street scene;
- e. The effect of the loss of any on-site car parking.

DC1.2 states that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a. They are not excessively large or bulky (for example resulting in structures which are not subservient to original houses or project out too far in front of original buildings);
- b. They do not create undue loss of sunlight, daylight or privacy;
- c. They are not out of character with the style of development in the area or the surrounding scene by virtue of design, use of materials or construction details.

DC1.3 States that, notwithstanding the generality of the above policies, the council will not normally approve:

- a) rearward extensions greater than 3.65m (12ft) in length
- b) 2 storey extensions with a flat roof, particularly those which would be visible from the public highway
- c) 2 storey extensions to terraced properties which occupy the full width of the house
- d) flat roofed extensions to bungalows
- e) extensions which conflict with the councils guidelines on privacy distances (which are published as supplementary guidance)

Saved policy DC5 relates to flat conversions

DC5.1 states that, in determining planning applications to convert property to flats, the Council will have regard to:

- a. the standard of accommodation for the intended occupiers of the premises;
- b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
- e. adequate private outdoor amenity space;

- f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- g. the satisfactory provision of refuse storage and collection facilities.

DC5.2 states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

DC5.3 States that, notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which:

- a. do not provide accommodation to the Council's current approved standards;
- b. are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion;
- c. involve conversion schemes without adequate private external amenity space;
- d. are schemes without satisfactory refuse storage and collection facilities.

DC5.4 States that, in determining applications of this kind, the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

Saved Development Control policy DC26, of the Unitary Development Plan, relates to development and noise and states that the council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the city. In giving effect to this intention, the council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. At that time, Planning Policy Statement 3 'Housing' stated that to facilitate efficient delivery of high quality development, Local Planning Authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques, such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques.

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes

for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

Point 10.9 relates to external space and states that all residents should enjoy useable private amenity space wherever they choose to live in the City. All new developments should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area. Simply this means the provision of gardens that perform well as multi-functional space. Gardens are valuable within any development by contributing the following:

- A safe play area for children
- Additional storage outside the house
- The provision of outside drying area for clothes which additionally assists the environmental sustainability of a development
- Space in which to relax which helps the overall sense of well-being
- An increased amount of planting which enhances the quality of the natural environment
- The space to provide home grown food which benefits the health of the local community.

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. In relation to one bedroom, one person, unit, the minimum standard of accommodation is set at 39 square metres, reducing to 37 square metres if a shower room is provided, rather than a bathroom.

Places for Everyone - The approved Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development
JP-C8: Transport Requirements of New Development
JP-P1: Sustainable Places

Principle of change of use of basement - The residential properties on the block, on which the site is located, appear to comprise wholly of family housing, which also appears to be the case with the majority of other properties in the wider area. It is considered that smaller flats tend to attract people who will live in the property for a comparatively short period of time and consequently they do not have the same interest in the well-being of an area as those who are less transient. It is believed that this cyclical change in occupiers has a negative impact on the character and appearance of the area and the use is considered to be unacceptable in principle. It is considered that the provision of this type of low-income and transient-occupier accommodation would work against the effort to improve perceptions of the area as an attractive place to live and stay, particularly for working families, and would fail to provide the type of sustainable accommodation to which the community aspires. The proposed change of use of the basement, to a one bedroom apartment, is therefore considered to be unacceptable in principle.

Amenity Space - The property has a small yard area which is considered to be insufficient to meet the needs of two households. In addition, the proposed basement flat has no direct access to the yard, so they would need to walk around the block of properties to access this amenity area and bin storage area, so there is no directly accessible amenity/bin storage area for that unit. This is considered to be detrimental to the living conditions of occupiers of that flat, and contrary to the Guide to Development in Manchester and the Manchester Residential Quality Guidance.

Standard of accommodation/living conditions - The proposed apartment has a floorspace of approximately 36.8 square metres, which is below, albeit slightly, the minimum space standard for a one bedroom apartment. The accommodation does appear small though, and no kitchen area is identified along with no directly accessible amenity/bin storage space, as indicated above. In addition, only two small windows are provided, which are below ground, and it is considered that natural daylight, to the unit would be significantly restricted, and overall, it is considered that these factors impact upon the quality of accommodation that would be provided for future occupiers, which is considered to be contrary to the Manchester Residential Quality Guidance.

External changes to frontage- Whilst the four properties, at the end of the row, have an enclosed front yard area, the application site is centrally located, as one of 6 properties, where there is no such provision. To create this boundary treatment, along with the proposed excavation and creation of steps, is considered to be out of character with the sites immediate surroundings and general surrounding area. In particular, with neither property either side having such treatment it would be a strident feature that would appear unrelated to its surroundings.

Residential amenity - The application proposals will result in a potential increase in the number of people/households at the property, compared to the current use of the premises, which creates a more intensive use of the property, as two flats would create increased comings and goings, vehicular movements, demand for car parking and increased noise and general activity, compared to a single dwelling, and it is felt that such an intensification would be detrimental to the amenity of surrounding occupiers. What is clear is that there would be two households at the property, instead of one, each with its own occupants, visitors, deliveries and associated comings and goings and it is considered that the more households that are present on a site, this would naturally lead to an increase in activity and associated disturbance.

Security - Greater Manchester Police have identified significant security concerns, in relation to this proposal, as indicated above. It is considered that this further indicates that creating a basement apartment, in this location, is unsuitable, as in addition to the poor living conditions that would be created for its occupiers, it would also present a potential security risk for them.

Impact of rear dormer - The position and design of the rear dormer is such that it is viewed more as creating a three storey rear extension rather than a roof addition, and the choice of materials (brickwork and pvc cladding) draw further attention to what is considered to be an inappropriately designed addition to the roof that is out of character with the property and the surrounding area.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Refuse

Article 35 Declaration

Officers have worked with the applicant in a proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance it was not possible to negotiate an appropriate solution that was acceptable to the Local Planning Authority, as the nature of the proposal was considered to be fundamentally unacceptable. The applicant was invited to withdraw the application but no response was received.

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

1) The proposed basement apartment fails to provide accommodation of a sufficient quality for future occupiers, particularly in respect of the size of the proposed accommodation, the lack of provision of natural light and accessible private external amenity/bin storage space, and the creation of an access point which lacks natural surveillance, which would cause unnecessary harm to the residential amenity of the proposed occupants of the apartment and which would be detrimental to the character of the local area and would fail to maintain a sustainable community. For these reasons, the development is unacceptable and contrary to saved policy DC5 of the Unitary Development Plan for the City of Manchester and policies SP1, H5 and DM1 of the Manchester Core Strategy, the Guide to Development in Manchester Supplementary Planning Guide and Planning Document and the Manchester Residential Quality Guidance, policies JP-P1 and JP-S1 of the Places for Everyone Development Plan document and guidance contained in the National Planning Policy Framework..

2) The creation of an additional residential unit, at this property, would result in the over-intensive use of the site that creates an unacceptable increase in comings and goings in and around the site and increased demand for on-street parking in the vicinity of the site. It is therefore considered that the proposal has an unduly harmful impact on the residential amenity of neighbouring occupiers due to increased noise and disturbance and is detrimental to the character of the area in general. For these reasons, the development is considered to be overdevelopment and detrimental to residential amenity within the area, and therefore contrary to saved policies DC5 and DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1, T2 and DM1 of the Manchester Core Strategy.

3) The proposed external alterations to the front of the property. by virtue of its scale, size, projection, and introduction of underground works/steps would have a detrimental visual impact on the surrounding environment and constitute an unduly obtrusive and incongruous feature within the street scene, appearing out of character with immediately surrounding properties and those in the sider area. The proposal would therefore have an unacceptable and detrimental impact on the visual amenity of the area, and the amenity of the occupiers of nearby residential accommodation, contrary to Government Guidance contained in the National Planning Policy Framework, and policies EN1, SP1 and DM1 of the Manchester Core Strategy.

4) Due to its design, scale and massing, notably the alignment of the dormer walls in approximately the same plane as the walls of the existing house, and the choice of materials, the proposed dormer represents an overly dominant, bulky and incongruous feature, which is out of character with, and fails to contribute positively to, the general character of the area within which it is situated. The proposal is therefore contrary to Policies SP1, EN1 and DM1 of the Manchester Core Strategy, saved Policy DC1 of the Unitary Development Plan, for the City of Manchester and guidance within the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

71 Barlow Road, Manchester, M19 3DB
48 Barlow Road, Manchester, M19 3DA
8 Emley Street, Manchester, M19 3BZ
67 Barlow Road, Manchester, M19 3DB
52 Barlow Road, Manchester, M19 3DA
69 Barlow Road, Manchester, M19 3DB
2A Cleveland Avenue, Manchester, M19 3FA
6 Emley Street, Manchester, M19 3BZ
4 Emley Street, Manchester, M19 3BZ
2 Emley Street, Manchester, M19 3BZ

Appendix 2 – Planning constraints

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