

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143542/FH/2025

Date registered valid: 5 August 2025

Proposal: Erection of single storey rear extension and associated external alterations including conversion of existing garage to ancillary living accommodation and increase in roof height to existing garage to form first floor

Address: 122 St Werburgh's Road, Manchester, M21 0UL

Ward(s): Chorlton Park Ward

Applicant: Mr Tahir Malik

Agent (if any): Mr Odai Abbelfattah

Case officer: Holly Wright
Tel: 0161 219 6381
Email: holly.wright@manchester.gov.uk

Recommendation: Approve

Date of recommendation: **22 September 2025**

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 13 August 2025

Standard consultations: No consultations have been printed and sent.

Neighbour notifications: Printed: 12 August 2025 Expired: 3 September 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: Not applicable

Tree Preservation Order: Not applicable

The application relates to a two-storey semi-detached dwellinghouse of redbrick and white render with a red concrete tiled hipped roof and a gable end roof form to the front. The property features white uPVC windows, including a two-storey angular bay and a small dormer window to the front, a paved front driveway and front garden bordered by a mid-level redbrick wall capped by black railings, a front porch extension which ties into a side extension accommodating an attached garage, a carport canopy to the southern side of the dwellinghouse, a part-single / part-two storey rear extension, and a modest rear garden.







Description of area

St Werburgh's Road is a residential street situated within the Chorlton Park ward of Manchester, close to Chorlton Park, Fallowfield cycling loop, and St Werburgh's Road tram station. The area is predominantly residential in terms of its character, consisting of terraced and semi-detached dwellinghouses, and benefits from its proximity to public outdoor amenity and green spaces.

Description of development

The applicant is seeking planning permission for the erection of single storey rear extension and associated external alterations including conversion of existing garage to ancillary living accommodation and increase in roof height to existing garage to form first floor.

Planning history

F07497 - Bedroom Extension at 1st floor level over existing garage side of dwellinghouse – Approved (01.11.1977).

Consultations & Notification Responses

One representation was received from one local resident; the comments are summarised as follows:

- Concerns relating to the use of the property – a family dwelling or an HMO.
- Already too many HMOs in the area, causing parking and traffic issues.
- Taking away the garage would contribute to parking issues in the area.

Policies

The following policies are considered relevant in the consideration of this application.

Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:

- Policy DC1 – Residential Extensions

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:

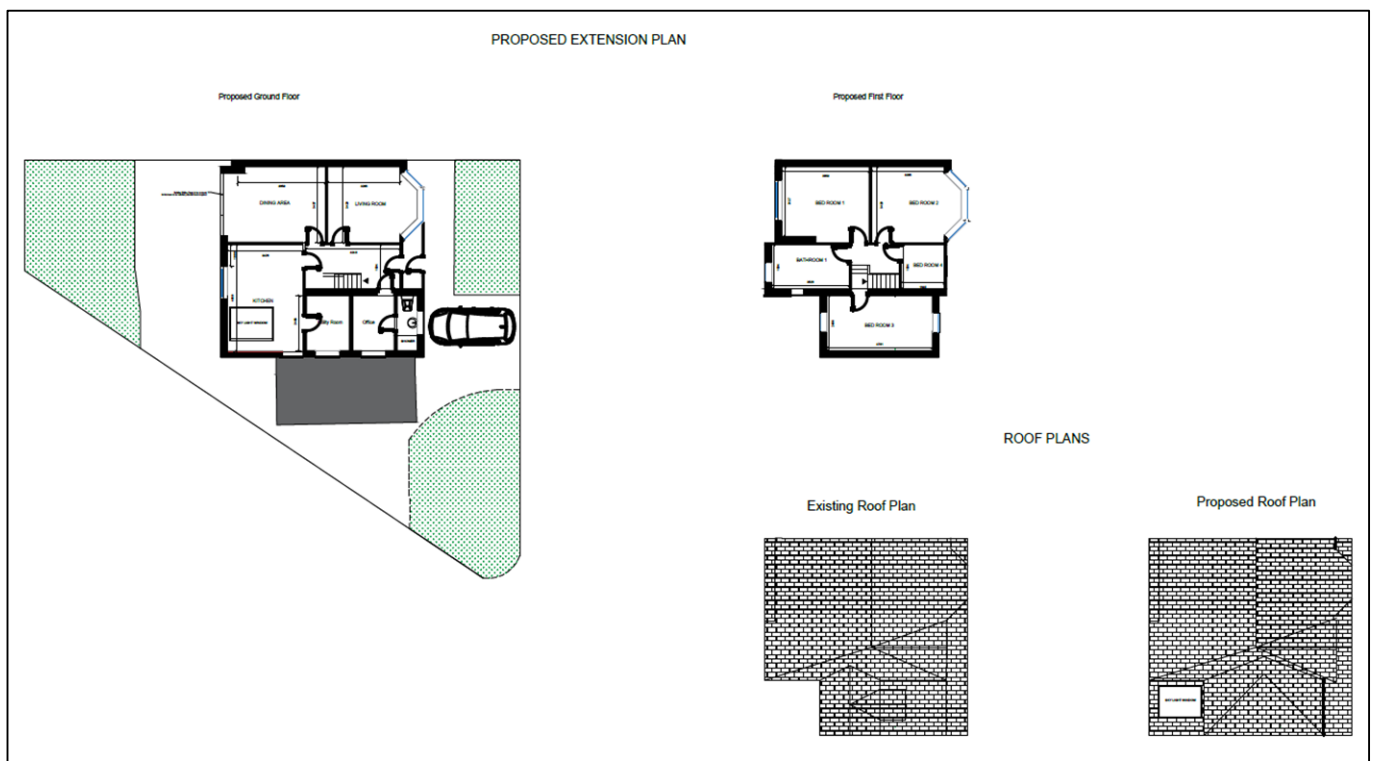
- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles

The National Planning Policy Framework (NPPF, 2024)

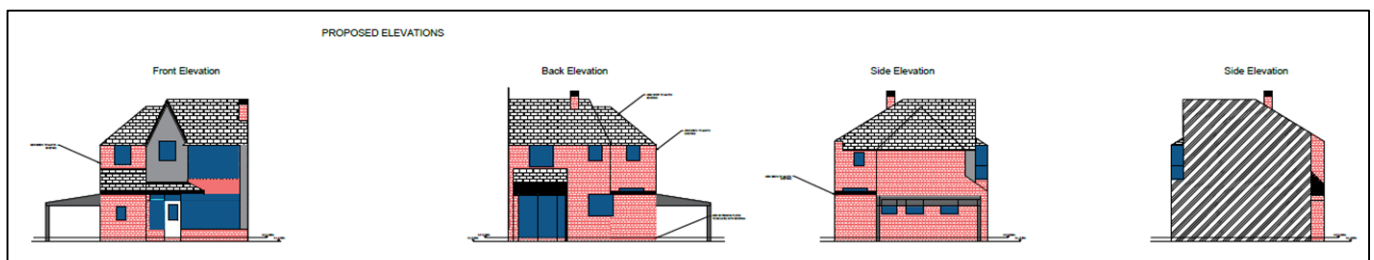
- Chapter 12 – Achieving Well-Designed Places

Places for Everyone - is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

- Policy JP-P1: Sustainable Places



Submitted proposed plans



Submitted proposed elevations

Issues

Policies SP1 and DM1 of the Manchester Core Strategy seek to ensure that new development enhances or creates character, protects, and enhances the built environment; and that the design, scale, and appearance of the proposed development is appropriate to its context. Policies DC1.1, DC1.2, DC1.3 and DC1.4 of the Unitary Development Plan for the City of Manchester relate specifically to residential extensions and set out a number of criteria against which proposals for extensions will be assessed. Although these latter policies are now of some age, they are consistent with the guidance in the National Planning Policy Framework which seeks a high standard of design in new developments to ensure a good standard of amenity for all existing and future occupiers.

Principle – the principle of erecting a single storey rear extension together with associated external alterations including the conversion of an existing garage to ancillary living accommodation and an increase in the roof height of the existing garage to form first floor living space is acceptable given that many individuals prefer to extend and alter their homes to meet changing household needs rather than move. However, consideration must be given to the proposal's siting, scale and massing, appearance and impact upon visual amenity, residential amenity, waste storage, and parking.

Siting, scale, and massing – the single storey extension would be sited at the rear of the property, facing west, adjoining the existing side extension, projecting no further than the existing ground floor rear additions. It would project 2.735m rearwards from the existing dwellinghouse, with a width of 2.569m and a flat roof height of 3m. A gap of 1.523m would be maintained to the plot's southwestern boundary and a gap of 6m would be maintained to the boundary shared with No.118 Egerton Road South.

The existing side/garage extension would be increased in height from 6.541m to 8.062m (set 0.5m below the ridge of the main dwellinghouse) with eaves to match the existing dwellinghouse. Its footprint would remain the same as existing, with a setback of 0.608m. It would feature a hipped roof form with a gradual pitch to match the appearance of the side extension present at the adjoining property (No.120).

The overall siting, scale, and massing of the proposal is considered to be acceptable as the extensions are understood as being subservient to the host dwellinghouse in terms of their dimensions (with a reduced ridge height and matching eaves), would avoid resulting in 'excessively large or bulky' additions to the property on account of their clear visual subservience, and would not cause undue harm to the residential amenity of neighbouring occupiers in terms of introducing overbearing features into the area. Sufficient private outdoor amenity space would also be retained to the side and rear of the property.

Appearance and visual amenity – the single storey rear extension would be built of brickwork to match the existing dwellinghouse with a flat roof form. Its rear and side elevation would be blank. 1no. skylight would be featured atop its flat roof.

The alterations to the existing side/garage extension would be built of brickwork and roof tiles to match the existing dwellinghouse with uPVC windows. Its rear and front elevations would each feature 1no. window, whilst its southern side elevation and roof slopes would be blank.

Sited at the side and rear of the property on a corner plot, the proposal would be visible within the street scene (e.g., from viewpoints along St Werburgh's Road and Egerton Road South). However, its subservient dimensions, hipped roof form, and use of matching materials, should provide a blended appearance with the host dwellinghouse, ensuring that it does not form a

prominent visual feature. Further to this, the alterations to the existing side extension would result in the development mirroring the addition present at the adjoining property (No.120) when viewed from St Werburgh's Road, particularly in respect of its roof form and pitch, providing a more balanced appearance to the semis (see below). Hence, the overall character of the property and its surrounding area should not be significantly harmed by these works.



Residential amenity – given that the rear extension represents a modest addition to the dwellinghouse, serving as a small-scale infill, and would be single storey, sited away from neighbouring dwellinghouses, it is considered that it should not cause issues associated with overshadowing, loss of light, or loss of outlook, nor should it introduce an overbearing presence into the area. Moreover, its blank side and rear elevations should ensure that the privacy of neighbouring occupiers is not compromised as a result of the works.

Similarly, given that the alterations to the existing side extension would be sited to the south of the existing dwellinghouse, featuring subservient dimensions to the host dwellinghouse with adequate gaps maintained to the plot's boundaries, away from neighbouring dwellinghouses, it is considered that it should not cause issues associated with overshadowing, loss of light, or loss of outlook, nor should it introduce an overbearing presence into the area. Moreover, its blank southern side elevation should ensure that the privacy of neighbouring occupiers is not compromised as a result of the works.

Waste storage – the current waste storage arrangements would be unaffected by the proposal as external access to the rear of the property would be retained.

Parking and impact to the highway – the proposal also includes the conversion of the property's existing attached garage into ancillary living accommodation. Given that the existing garage space is unable to accommodate a modern car (scaling to less than 4.8m in length and less than 2.4m in width when measured internally) with no alterations proposed to the existing front driveway space, it is considered that the property's current parking arrangements would be unaffected by the proposal. Issues associated with an unacceptable increase in on-street parking are therefore not anticipated.

Use – concerns have been raised regarding the potential use of the property as a House in Multiple Occupation (HMO). However, the planning submission does not indicate any intention to change the use of the property from Class C3 (dwellinghouse) to Class C4 (HMO), nor does

it include any details that would suggest such a use is proposed. Further to this, in their email correspondence, the agent of the application confirmed the property would remain in use as a Class C3 (dwellinghouse). As the application does not seek planning permission for a change of use, and there is no substantive evidence within the submission to support the claim of an existing or intended HMO use, these concerns would not warrant the refusal of the application.

Other matters – the proposal also includes the following elevational alterations:

- A set of new bi-folding aluminium-framed doors to replace the existing sliding doors at ground floor level along the rear elevation.
- Replacement of the existing garage door on the front elevation of the side extension with 1no. window.
- Repositioning of the ground and first floor windows in the rear elevation of the dwellinghouse.
- Repositioning of the ground floor windows in the southern side elevation of the dwellinghouse.
- Removal of the ground floor glazing to the rear of the dwellinghouse facing the adjoining property (replaced with brickwork to match the existing dwellinghouse).

These alterations would have a minimal impact upon the visual and residential amenity of the area and are therefore considered acceptable.

Conclusion – given the above issues, it is considered that the proposal is acceptable in terms of its principle, siting, scale and massing, appearance, impact upon visual and residential amenity, waste storage and parking as it broadly complies with saved policy DC1 of the Unitary Development Plan for the City of Manchester, policies DM1 and SP1 of the Manchester Core Strategy and chapter 12 of the National Planning Policy Framework

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: 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. Issues have arisen during the consideration of this application and the officer negotiated with the agent to reach a satisfactory resolution.

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

1) 3-year time limit:

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

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Act Planning Act 1990.

2) Specified plans:

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

'PROPOSED ELEVATIONS & FLOOR PLANS', numbered '001', received by the City Council on the 31st August 2025.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

3) Materials:

The materials to be used on the external surfaces of the extensions hereby permitted shall match those of the existing dwellinghouse in type, size, colour and texture.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extensions, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

124 St Werburgh's Road, Manchester, M21 0UL
125B Egerton Road South, Manchester, M21 0XN
81 St Werburgh's Road, Manchester, M21 0UN
75 St Werburgh's Road, Manchester, M21 0UN
129B Egerton Road South, Manchester, M21 0XD
118 Egerton Road South, Manchester, M21 0XJ
92 Egerton Road South, Manchester, M21 0XL
79 St Werburgh's Road, Manchester, M21 0UN
77 St Werburgh's Road, Manchester, M21 0UN
73 St Werburgh's Road, Manchester, M21 0UN
71 St Werburgh's Road, Manchester, M21 0UN
129 Egerton Road South, Manchester, M21 0XD
120 St Werburgh's Road, Manchester, M21 0UL
129A Egerton Road South, Manchester, M21 0XD
127B Egerton Road South, Manchester, M21 0XD
127A Egerton Road South, Manchester, M21 0XD
127 Egerton Road South, Manchester, M21 0XN
118 St Werburgh's Road, Manchester, M21 0UL
116 St Werburgh's Road, Manchester, M21 0UL

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