MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	142409/FH/2025
Date registered valid:	1 April 2025
Proposal:	Erection of detached garage.
Address:	2 Wigmore Road, Manchester, M8 0NP
Ward(s):	Cheetham Ward
Applicant:	Mr Aamir Ashfaque
Agent (if any):	Mr Muhammad Dabeer Rana MD Design Consultancy
Case officer:	Katie Raw Tel: 0161 234 4164 Email: katie.raw@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**22 May 2025**

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 30 April 2025

Standard consultations:
Printed: 22 April 2025 Expired: 14 May 2025

Neighbour notifications
Printed: 15 April 2025 Expired: 9 May 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

The planning application relates to 2 Wigmore Road within the north Manchester ward of Cheetham. 2 Wigmore Road is a semi-detached bungalow which has benefitted from significant extensions primarily evident in the form of front and rear dormers, front porch and side extension.

The property has a curtilage to the front, side and rear, which is bounded by boundary treatments. Wigmore Road curves around the northern and eastern perimeter of the property. Vehicular access is to the rear of the property via high gates located on the north of Wigmore Road.

Description of area

The immediate area is residential in context, sited close to the Metrolink line to Manchester from Bury to the east of the applicant site.

Description of development

Consent is sought for the erection of detached garage. The garage would be sited in place of the existing hardstanding to the rear of the property which is accessed via a dropped cross over from Wigmore Road and provides off street parking. This is located in proximity to the western

boundary of the site and would be sited adjacent to the detached garage associated with no.76 Cardinal Street.

The garage would be sited at the back of pavement on Wigmore Road, extend up to the constraints of the boundary, and at the largest point, would have approximate dimensions of Height: 3.8 x Length: 6.1 x Width: 6 metres. The garage would have a dual pitched roof and would involve the insertion of a roller shutter facing onto Wigmore Road and a window and door facing in the direction of the rear façade of the existing dwellinghouse.

During the course of the application, the agent confirmed the materials would be:
-Proposed roof tiles- marley modern roof tiles- smooth grey (to match roof on main bungalow).
-Proposed render finish to garage- K Rend silicone K1 white/ grey: https://www.mgnbm.co.uk/k-rend-silicone-k1-25kg-grey/
-Proposed- door/ window- UPVC/alumimum finished in anthracite grey to match front garage door
-Proposed garage door- steel roller shutter- finished in anthracite grey.

During the course of the applicant, the agent confirmed in writing (received 16 May 2025) the garage will be used mainly for storage and occasionally for parking.

Negotiations during the Course of the Application

During the course of the application, the agent provided further information as to the proposed materials to be used throughout the proposal.

The agent provided clarification to questions raised by Highway Services.

Planning History

116170/FH/2017- Installation of 2 front roof dormers, 1 rear roof dormer and the erection of single storey side extension incorporating roof space to form enlarged living accommodation.
Refused 13.07.2017

114047/FH/2016- Erection of single storey side extension and front porch area together with the installation of front and rear roof dormers.
Approved 01.12.2016

112165/FH/2016/N1- Erection of a side extension, and an extension to the front elevation, together with the erection of dormer extensions to the front and rear elevations, to form living accommodation.
Approved 27.07.2016

110832/FH/2015/N1- Erection of a two storey side extension together with the erection of dormer extensions to the front and rear roof planes to form additional living accommodation.
Withdrawn 29.02.2016

Consultations & Notification Responses

Local Residents

Local residents were consulted and no responses were received.

Highway Services

Highway Services were consulted on the application and provided the following response:
The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway. No boundary treatments are noted within the application.

The planned application seeks to convert existing driveway space into a garage.

Proposed plans indicate that the internal dimension of the garage is to be 4.9m x 6.6m which is in line with MCCs minimum dimension for garages (3.0m x 6.0m).

Confirmation is sought from the applicant on whether the garage will be used for vehicle parking or whether it will be used for storage.

Pedestrian visibility may be affected due to the garage structure extending above 2600mm, however remains consistent with existing boundary height with the neighbouring fencing and garage building at number 76.

The plan notes that the existing driveway has an externally opening gate, which opens onto the adopted footway. The proposed access door to the planned garage is noted as being inward opening/retractable, which Highways note and accepts in principle.

Pedestrian access will remain as existing, which Highways accept in principle.

It is expected that refuse servicing will continue as present, bins will be stored within the sites curtilage and presented to the highway on waste collection days - Confirmation is required.

Given the minimal scale of construction works involved, the level of construction vehicles are unlikely to generate any significant on-street parking demands.

Further Highway Services comments received 19 May 2025:
No concerns raised from a Highways perspective following clarifications provided by the developer.

Environmental Health

Environmental Health made contact during the course of the application and confirmed they did not have any comments to make on the application.

Issues

POLICY

The National Planning Policy Framework (December 2024)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
a) an economic objective
b) a social objective and
c) an environmental objective.

The following specific policies are considered to be particularly relevant to the proposed development:
i. Chapter 8. Promoting healthy and safe communities.
ii. Chapter 12. Achieving well-designed places.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:
Policy DM1 (Development Management),
Policy SP1 (Spatial Principles) and
Policy EN1 (Design Principles and Strategic Character Areas).

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

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.
d. they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

DC1.3 Notwithstanding the generality of the above policies, the Council will not normally approve:
a. rearward extensions greater than 3.65m (12 ft) 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 Council's guidelines on privacy distances (which are published as supplementary guidance).

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

The Guide 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 CABE as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods. Of relevance are paragraph 2.7, paragraph 2.14 and paragraph 2.16.

Places for Everyone (2022-2039)

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. 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 full weight in the planning balance.

The following policies are relevant:
i.JP- S1- Sustainable development

ISSUES

Principle of Development

The submitted development application is for the erection of detached garage. This is considered acceptable in principle as many people prefer to alter and adapt homes rather than move, to meet the changing residential needs of families. This includes the erection of a detached garage for off street parking and associated storage. It is noted that the location proposed for the garage is currently used for off street parking and such application would formalise the location with the erection of a garage. However, consideration must be given to the proposal's appearance, impact on the visual amenity of the area and impact on the neighbouring properties' residential amenity. As the property is a single family dwelling house, it is not considered that the proposed garage would give rise to any significant additional waste or car parking pressures.

Visual/ Residential Amenity

The detached garage would be sited along the western boundary of the site, in proximity to no.76 Cardinal Street. Due to the positioning of the neighbour's garage, this neighbour would not be adversely impacted by the proposal on the basis of massing. Although it is acknowledged that due to the height (the proposed garage roof) of the structure, the garage would be visible from the neighbour's property, it is not considered to give rise to any overshadowing or overbearing impacts due to the single storey nature. Further, it is understood there is no rear boundary separating the applicant property and no.76 Cardinal Street as the two properties are related. There would be no windows or doors that would face in the direction of no.76 Cardinal Street.

The proposal would be sited 5.8 metres away from the boundary with the adjoining property no.4 Wigmore Road. Due to the distance of the proposal from this neighbour, it is not considered to be adversely impacted by adverse loss of light, privacy or overbearing implications.

Adequate space is still considered to be retained as a result of the proposal for the benefit of the occupiers of the dwellinghouse. The site benefits from substantially more private amenity space than the neighbouring properties and such loss is not considered to be so detrimental as to warrant refusal of consent. The insertion of the window and door facing the rear elevation of the host property would not give issues in relation to loss of privacy given the nature of the accommodation which is proposed.
The garage would be of standard design and would not be considered to create a visually intrusive feature in the streetscene.

During the course of the application, the agent confirmed in writing (received 16 May 2025) the garage will be used mainly for storage and occasionally for parking. A condition would be attached to any approval granted so that the garage could only be used in this manner and not to be used as further separated living accommodation separate to the main dwellinghouse, nor used for commercial vehicle repairs.

Overall, it is not considered that the proposal would have a significant adverse impact upon residential or visual amenity. The condition restricting the further insertion of windows or doors would ensure no adverse privacy implications could occur as a result of the proposal. A restrictive use condition would ensure the garage is used in the manner proposed. In short, the proposal is therefore considered pursuant to Policy DC1 of the UDP and Core Strategy policies SP1 and DM1.

Design and Appearance

The garage would have a dual pitched roof and would have a height at the largest point of 3.8 metres. It is noted that through the route of Permitted Development this would be restricted to 2.5 metres, and so the proposal exceeds the parameters of Permitted Development. However, given the proposed location, the overall height at 3.8m is not considered to adversely impact the enjoyment of the neighbour's dwellinghouse or rear amenity spaces so substantially to warrant refusal. It is considered that the height proposed could be suitably accommodated within the site.

Furthermore, the proposed garage would be viewed in context of the neighbour's existing garage and would formalise the existing off street parking provision.

During the course of the application, the agent confirmed the materials would be:
-Proposed roof tiles- marley modern roof tiles- smooth grey (to match roof on main bungalow).

-Proposed render finish to garage- K Rend silicone K1 white/ grey: https://www.mgnbm.co.uk/k-rend-silicone-k1-25kg-grey/
-Proposed- door/ window- UPVC/alumimum finished in anthracite grey to match front garage door
-Proposed garage door- steel roller shutter- finished in anthracite grey.

It is noted that the white render proposed would not be in keeping with the red brick used within the main dwelling or the existing boundary treatment. However, given the existing garage next to the proposed has a white render finish and properties along Cardinal Street have elements of white render, this is a material and colouration that is a characteristic of the streetscene. As such, it is not considered to adversely impact the streetscene and it is to be noted that the area does not sit within a Conservation Area. A materials condition to this effect would be attached to any approval granted.

On balance it is considered that the design and appearance of the proposed development accords with Core Strategy Policies DM1 and EN1 and in general the design is considered acceptable.

Highway Considerations

The proposed plans indicate that the internal dimension of the garage is to be 4.9m x 6.6m which is in line with MCCs minimum dimension for garages (3.0m x 6.0m), which would be sufficient to accommodate a parked car.

Highways requested confirmation from the applicant on whether the garage will be used for vehicle parking or whether it will be used for storage. The agent confirmed that the garage will be used *mainly* for storage and *occasionally* for parking. As advised earlier, in this report, it proposed to condition any approval to the use which has been confirmed.

Pedestrian visibility may be affected due to the garage structure extending above 2600mm, however remains consistent with existing boundary height with the neighbouring fencing and garage building at number 76. Highways Services have not raised an objection on these grounds.

Refuse storage

The agent has confirmed that refuse service/methods would remain the same as existing with the bins kept within the curtilage of the dwellinghouse and taken out when needed/collection days. There is considered to be adequate space for bins to be stored within the rear garden area and brought to the highway through the personnel gate to the front of the property.

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: Approve

Article 35 Declaration

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner and additional information requested has been provided in a timely manner. Appropriate conditions have been attached to any approval granted.

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

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:
-Drawing- Proposed Plans, numbered A200 rev D, stamped as received by the City Council as Local Planning Authority on 1 April 2025.
-Drawing- Proposed Elevations, numbered A201 rev D, stamped as received by the City Council as Local Planning Authority on 1 April 2025.
-Drawing- Proposed Elevations, numbered A202 rev D, stamped as received by the City Council as Local Planning Authority on 1 April 2025.
-Drawing- Proposed 3D Views, numbered A203 rev D, stamped as received by the City Council as Local Planning Authority on 1 April 2025.
-Drawing- Site Plan, numbered A204 rev D, stamped as received by the City Council as Local Planning Authority on 1 April 2025.
-Supporting Information- Materials to be Used, stamped as received by the City Council as Local Planning Authority on 19 May 2025.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking and re-enacting that Order with or without modification), no openings, including windows and doors, shall be inserted within the elevations of the extension, other than those shown on the approved drawings, unless Planning Permission is specifically granted.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouse, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of the Manchester Core Strategy.

4) The materials to be used throughout the proposal hereby permitted shall be implemented in accordance with the approved details as set out in the ‘Supporting Information- Materials to be Used, stamped as received by the City Council as Local Planning Authority on 19 May 2025.

Reason- In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 of the Unitary Development Plan for the City of Manchester, SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

5) Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), the detached garage shall be used for any purpose which would preclude its use for the parking of a motor vehicle and its use for storage in connection with the residential dwellinghouse and no development shall be undertaken that would preclude vehicular access to the garage or storage in connection with the residential dwellinghouse.

Reason - The loss of garage parking space could result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

6) The roller shutter hereby approved shall be implemented in accordance with the colouration and materials as set out in the 'Supporting Information- Materials to be Used, stamped as received by the City Council as Local Planning Authority on 19 May 2025, and the shutter shall be housed in a roller shutter box set inside the proposed garage as shown on Proposed Elevations, numbered A202 rev D, stamped as received by the City Council as Local Planning Authority on 1 April 2025

Reason- In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 of the Unitary Development Plan for the City of Manchester, SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

76 Cardinal Street, Manchester, M8 0WN
5 Wigmore Road, Manchester, M8 0NP
4 Wigmore Road, Manchester, M8 0NP
7 Wigmore Road, Manchester, M8 0NP
3 Wigmore Road, Manchester, M8 0NP
1 Wigmore Road, Manchester, M8 0NP

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA