

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143924/FO/2025

Date registered valid: 17 September 2025

Proposal: Erection of 2no. second floor rear dormers and two storey rear extension to form ground floor office extension and 1 no. Flat above

Address: 117A Withington Road, Manchester, M16 8EE

Ward(s): Whalley Range Ward

Applicant: Range Solicitors

Agent (if any): Mr M Farooq, Building Design Services

Case officer: Ellie Knowles
Tel: 0161 219 6633
Email: ellie.knowles@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 11 December 2025

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 22 September 2025

Standard consultations:

Printed: 19 September 2025 Expired: 10 October 2025

Neighbour notifications

Printed: 19 September 2025 Expired: 10 October 2025

Site notice

Posted: 22 September 2025 Expired: 13 October 2025

Press advert

Published: 23 September 2025 Expired: 14 October 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The site is the left-hand side of a late Victorian 2.5 storey semi-detached building in mixed use within the Whalley Range conservation area (1992). There is a modern shopfront serving a ground floor office (currently used as a solicitors office and car hire office) with a 3-bed duplex flat above extending into the roof space. At the rear is a two-storey outrigger within a large yard (13m) bound by fencing, beyond which is an area of open amenity land that is treed and landscaped to Sedgeborough Road. Adjacent the site to the north is a gap site in use as a car valeting business which has a low-rise flat roof canopy.

The building has a red brick front elevation with yellow brick bands at first floor, decorative brick corbelling, bay windows at the front and side and a timber front dormer breaking the eaves. Side and rear elevations are of brown commons brick with gable end window. The building is gable ended with a slate roof and red clay ridge tiles.

The adjoining property (no.117B) has the same 2-storey outrigger adjoining the application site, and a large single storey side and rear extension running at back of pavement along Yarburgh Street with a monopitch roof.

The property is located at the northern end of the Withington Road local centre within the Whalley Range Conservation Area. There are commercial properties with residential above, facing opposite the site across Withington Road (west) and across Yarburgh Street (south).

Listed building: Not applicable

Conservation area: Whalley Range Conservation Area 1992

Tree Preservation Order: Not applicable

Description of development

Consent is sought to erection of two rear dormers within the roof space of the original rear outrigger and two storey rear extension.

The two proposed dormer windows would be designed with a pitched roof, measuring approx. 1.43m (w) x 1.6m (h) x 2.32m (d) and set within the existing outrigger roofscape. Proposed materials have not been shown on plan. This element would increase living accommodation within the existing self-contained flat, to create a four-bedroom, 2 bathroom residential unit.

The proposed two storey rear extension would project 10.8m from the rear face of the original outrigger. The rear extension would be of brick construction with a shallow gable roof. The proposed ridge height would be approx. 2.2m lower than that of the outrigger ridgeline and the eaves height would be lower than that of the outrigger and main building. There would be three windows in the eastern facing rear elevation and one window in the western facing front elevation. A GF access door is proposed in both the front and rear elevations. The rear extension would create an office extension at ground floor and additional self-contained apartment at first floor.

The application form references the creation of a “one flat on first floor”. Therefore, the submitted floor plan (ref: A 2081/3) is assumed to be annotated incorrectly, as it shows kitchen and lounge, as opposed to bedroom and kitchen/lounge.

This proposal is similar in design and scale to the previously refused application ref 141416/FO/2024 at the application site, albeit with the reduction of proposed dormer extensions (in scale/form).

Consultations & Notification Responses

Local responses

None

Consultee responses

Highway Services –

- The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.
- Given that the proposed development is resultant in one additional residential dwelling, the number of vehicular trips associated with site is expected to be minimal. The office on the ground floor is understood to be associated with the existing office use. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.
- The site is well accessed by sustainable modes. Regular bus services and tram services are within walking distance of the site.
- There is no on-site car parking associated with the development and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street. This is the same as the existing conditions on-site.
- 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.
- A refuse store is noted within the site. It is understood that the office and residential waste will form part of the existing waste collection arrangements.

- The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

MCC Flood Risk Management – The applicant must provide a completed FRA Proforma, confirming the estimated flood level on site for the 1% AEP + Climate Change allowance event on the FRA Proforma and providing supporting Product 4 data, before we are able to approve this application.

Flood Risk Report submitted 11/11/2025. No updated comments received from FRM by 8/12/25, following re-consultation.

Environmental Health – EH colleagues express concerns regarding the legibility of the proposed plans and supplementary information. Pre-commencement conditions are recommended with regards to residential sound insulation and waste management.

Whalley Range Forum – No comments received.

Relevant Planning History

At the application site –

141416/FO/2024 – Erection of two second floor rear dormers and two storey rear extension to form ground floor office extension and 1no. flat above. Refused 17.01.2025, on the grounds of impact on character/visual amenity.

139317/FO/2024 – Erection of a second floor rear extension to existing outrigger and three storey rear extension to form ground floor office extension and 1no. duplex flat above. Refused 31.05.2024. On grounds of impact upon the character of the host property and Conservation Area.

At 117B Withington Road –

132794/FO/2022 – Erection of first floor rear extension above existing single storey to form additional storage area for existing pharmacy and elevational alterations to the ground floor of the Yarborough Street frontage. Refused 01.04.2022, on the grounds of impact upon the conservation area and residential amenity.

129729/FO/2021 – Erection of first-floor rear extension on top of existing single-storey to form additional storage area for existing pharmacy. Refused 11.06.2021, on the grounds of impact upon the conservation area and residential amenity.

History of negotiations

The planning officer requested via email (dated 19/09/2025) the submission of a commensurate Heritage Statement and FRA by cop 24/09/2025. No response from the agent was received.

No negotiations were entered into with the agent, given that the proposal was considered unacceptable in principle, even in the event of significant revisions.

Local Planning Policies

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 PfE Plan and its policies are now a material planning consideration in the determination of planning applications. The PfE Plan and its policies must therefore be given full weight in the planning balance.

Manchester Core Strategy Development Plan Document (2012-2027) - The Core Strategy was adopted on the 11 July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan. Parts of the policies have been superseded by the Places for Everyone Plan.

The Unitary Development Plan (UDP) for the City of Manchester (1995) - The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant **Places for Everyone** policies for this application are as follows:

JP-S1 – Sustainable Development
JP-P1 – Sustainable Places
JP-P2 – Heritage

The relevant **Core Strategy** policies for this application are as follows:

DM 1 – Development Management
SP 1 – Spatial Principles (partially superseded by PfE)
C 8 – Local Centres
EN 1 – Design Principles and Strategic Character Areas
EN 3 – Heritage (partially superseded by PfE)
EN 14 – Flood Risk (partially superseded by PfE)
EN 19 – Waste

The relevant saved **UDP** policies for this application are:

DC18 – Conservation Areas

The relevant supplementary planning guidance documents for this application are:

- The Guide to Development in Manchester SPD

National Planning Policy Framework

The NPPF (December 2024) sets out broad national policies on themes such as housing, historic environment, town centres, design, climate change and the Green Belt. Central to the broad policy direction contained within the NPPF is the notion of sustainable development; development which effectively balances economic, social and environmental factors. The Local Planning Authority consider the following sections relevant to this proposal.

- Section 2 – Achieving sustainable development
- Section 4 – Decision-making
- Section 6 – Building a strong sense of character
- Section 12 – Achieving well-designed places
- Section 14 – Meeting the challenge of climate change, flooding and coastal change

- Section 16 – Conserving and enhancing the historic environment

Paragraph 139 states *“Development that is not well designed should be refused, especially where it fails to reflect 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.”*

Issues

Principle of development:

Whilst the Council seeks to assist local businesses this cannot be at the expense of the amenity of residents or have a harmful impact on the character of the area or the Whalley Range Conservation Area. The issues arising from this application are discussed below.

Impact on visual amenity, the Conservation Area and the streetscene:

The revised proposal seeks permission for two rear dormers within the roof space of the original rear outrigger and a two storey rear extension.

117A Withington Road is sited on a prominent corner plot location within the Whalley Range Conservation Area, with all elevations visible from public vantage points. Therefore, the proposed extension would be highly visible from Withington Road to the west, Yarborough Street to the south and Sedgeborough Street to the east.

The original property is characterised by period brick-built construction with decorative string coursing, gable roofs and subservient original rear gable feature. The historic pattern of development found in this part of the Conservation Area, features spacious plot and a strong sense of openness to the rear of properties fronting the highway, Withington Road, which is created by substantial rear yard areas.

The 2-storey extension comes off the rear outrigger by 10.8 metres with the roof ridge higher than the eaves of the existing outrigger. It has a shallow roof profile and windows and a door on the rear elevation. No view of the south elevation from Yarborough Street has been provided.

The design of the proposed two storey extension is considered to pose little architectural merit. The proposed extension has a poor relationship with the original outrigger and is out of character with the pattern of rear elevations for this building typology in the Conservation Area. Owing to its height and depth, it is disproportionate in scale, mass, and depth, being more than 4 metres deeper than the original rear outrigger and unrelated to its ridge and eaves. Moreover, the excessive depth of the extension would be emphasised by its blank northern side elevation visible from within the Conservation Area over the car valeting canopy roof from Withington Road (local centre). The addition at this height and scale would create an excess of solid built form without visual relief that would obscure legibility of the original outrigger and create a dead elevation that would harm the character of the original building and the Conservation Area.

No details have been provided of the view from the south elevation where views of the upper elevation and roof would be visible over the adjoining monopitch roof extension at no.117B. From the limited information provided and Street View images, it would appear that this massing would add to the disjointed and cluttered appearance of the rear of the site.

Notwithstanding the existing single storey development at no. 117B Withington Road, the erection of a considerably larger two storey rear extension spanning 10.8 in length and occupying the full width of the plot sited along both shared boundaries, is considered to create a

sense of enclosure that is not part of the areas character, resulting in the overdevelopment of the site. Moreover, due to the openness of the surrounding area the proposed extension would be highly visible, given the proposed scale, siting and massing. As such, the proposed extension would have significant impact upon the character of the original property, street scene and Conservation Area, due to its proposed scale when viewed along Withington Road (southbound) and Yarburgh Street in either direction. Irrespective of this being a Conservation Area it is considered that this large rear extension would be unacceptably intrusive upon the openness of this area.

The 2no. pitched roof dormers would clutter the original outrigger roof slope and are out of character with the pattern of development in the local area where rooflights are the only intrusion into outrigger roofs. Combined with the proposed extension, the dormers would add to a sense of over-development of the site, further obscuring legibility of the original built form, and eroding the simple character and roof form of the original building. All of the development would be visible from 3 vantage points owing to the open nature of the rear with long-range views from Sedgeborough Road and Yarburgh Street.

Notwithstanding the lower level of special interest of the side and rear of the site, the proposal would materially harm the character of the building and negatively impact on the character of the Conservation Area, albeit the harm would be at a less than substantial level. The lesser significance of the side and rear elevations does not however justify the harm to the heritage asset particularly in the absence of any public benefit and when the overarching aim of national and local conservation policy is to preserve or enhance heritage assets. As presented, the proposal does not give great weight to the assets' conservation, conflicting with the aims of PpE policies JP-P1 and JP-P2, NPPF paras.130, 189, 195, 197, 199, 200 and 202, CS policies EN1, EN3, DM1 and SP1 and saved UDP policy DC18.1.

Impact on residential amenity:

Given the siting and orientation of the proposed extensions in relation to existing neighbouring properties, the proposal is not considered to give rise to undue impacts upon the residential amenity in the form of overshadowing, overdominance and overlooking at present.

No 117B Withington Road the adjoining property doesn't afford any habitable room windows adjacent to the proposed extensions, as such the proposal would not impact outlook nor privacy of neighbouring occupants.

Two dormer windows are proposed in the roofscape of the original rear outrigger of the host property, facing north. Directly north is a car wash business with single storey office along the shared boundary, beyond this, the nearest habitable room windows are sited circa 24m away at 115 Withington Road. As such, these windows would not create any impact over and above existing.

Similarly, fenestration in the rear elevation of the proposed two storey extension, would afford sole outlook over the incidental greenspace due east. Nearest residential properties are sited circa 40m away.

However notwithstanding the above, it is acknowledged that the site directly north of the application site (carwash) poses a legitimate future development site. As such the scale, siting and massing of the proposed development (due south of this neighbouring site) is considered to prejudice any future development, with regards to overshadowing and overbearing impacts.

Impact on Highway Safety:

Given that the proposed development is resultant in one additional residential dwelling and enlargement to an existing office and apartment. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

It is further acknowledged, there is no on-site car parking associated with the development and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street. This is the same as the existing conditions on-site.

Highways recommend inclusion of cycle parking within the site, however this was not requested during the course of the application due to the concern over the principal of the scheme.

Other matters:

Waste – Insufficient information has been submitted with regards to Waste management.

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 communicated their concerns about this proposal to the applicant during the course of the planning application, but these concerns cannot be overcome by the submission

of a revised proposal. The proposal is considered to be contrary to the development plan and therefore refused in a timely manner.

Reasons for recommendation to refuse

1) Having regard to the prevailing pattern of development found in the area, the proposed development by reason of the scale, siting, design and prominent location would constitute overdevelopment of the site and have a detrimental impact on the character of the host property, street scene and Whalley Range Conservation Area. The proposed development is therefore contrary to the provisions of Places for Everyone policies JP-P1 and JP-P2, Core Strategy policies DM1, SP1, EN1 and EN3 and saved Unitary Development Plan policy DC18.1 and chapters 12 and 16 of the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Whalley Range Forum
Heritage & Urban Design

98A Withington Road, Manchester, M16 8FA
4A Yarrowburgh Street, Manchester, M16 7FJ
94B Withington Road, Manchester, M16 8FA
94C Withington Road, Manchester, M16 8FA
94A Withington Road, Manchester, M16 8FA
Top Flat, 117A Withington Road, Manchester, M16 8EE
16 Yarrowburgh Street, Manchester, M16 7FJ
10 Yarrowburgh Street, Manchester, M16 7FJ
2 Portman Road, Manchester, M16 7EL
Flat 4, 111 - 113 Withington Road, Manchester, M16 8EE
Flat 3, 111 - 113 Withington Road, Manchester, M16 8EE
Flat 2, 111 - 113 Withington Road, Manchester, M16 8EE
113A Withington Road, Manchester, M16 8EE
Flat 1, 111 - 113 Withington Road, Manchester, M16 8EE
111 - 113 Withington Road, Manchester, M16 8EE
Car Wash Adjacent 117, Withington Road, Manchester, M16 8EE
Sport Bar, 121 Withington Road, Manchester, M16 8ED
98 Withington Road, Manchester, M16 8FA
117B Withington Road, Manchester, M16 8EE
8 Yarrowburgh Street, Manchester, M16 7FJ
6 Yarrowburgh Street, Manchester, M16 7FJ
4 Yarrowburgh Street, Manchester, M16 7FJ
22 Yarrowburgh Street, Manchester, M16 7FJ
20 Yarrowburgh Street, Manchester, M16 7FJ
18 Yarrowburgh Street, Manchester, M16 7FJ
14 Yarrowburgh Street, Manchester, M16 7FJ
12 Yarrowburgh Street, Manchester, M16 7FJ
119 Withington Road, Manchester, M16 8EB

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Conservation Area - Whalley Range Conservation Area 1992
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
Flood Zone Plus Climate Change -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA