

PLANNING**GROWTH & DEVELOPMENT****DELEGATED OFFICER REPORT FOR PLANNING APPLICATION**

Application no. 142881/FH/2025
Date registered valid: 27 May 2025
Proposal: Erection of two storey side and front extension, single storey rear extension, extended dropped kerb, and new boundary wall / fence
Address: 44 Fordbank Road, Manchester, M20 2TH
Ward(s): Didsbury West Ward

Applicant: Mr Tom Bristow
Agent (if any): Mr Ian Grainger, Blu Room Architecture
Case officer: Joshua Lee
Tel: 0161 219 2851
Email: joshua.lee@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 29 September 2025

APPLICATION DETAILS

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 11 June 2025

Standard consultations: Printed: 5 June 2025 Expired: 26 June 2025

Neighbour notifications: Printed: 5 June 2025 Expired: 26 June 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

Listed building: Not applicable

Conservation area: Adjacent Didsbury St James Conservation Area.

Tree Preservation Order: Not applicable

Description of site/building

The proposal relates to a two-storey semi-detached dwellinghouse on the corner of Fordbank Lane and Ford Lane. The property features garden to front side and rear with on street parking.

Description of area

The property is in a mostly residential part of the Disbury West ward of Manchester.

Description of development

Erection of two storey side and front extension, single storey rear extension, extended dropped kerb, and new boundary wall / fence and a new front gate

Erection of two storey side and front extension

The proposed two storey side and front extension projects 1760mm from the principal elevation (to sit 200mm behind the bay feature and projects 3100mm from the existing side elevation and runs 8300mm to sit in line with the existing rear elevation. The two-storey front and side extension wrap around the existing front and side of the building and continued the existing roofline and eaves height across with a new gable feature. The proposed extension is finished in brick and render to match with new glazing.

Single storey rear extension

The proposed single storey rear extension projects 2500mm from the existing rear elevations and spans 6500mm across the rear of the existing rear elevation. The rear extension is finished in matching brick with a sloping tiled roof, glazing to the rear and 4no rooflights.

Extended dropped kerb, and new boundary wall / fence and a new front gate

A new dropped kerb is to the front elevation on Fordbank Road to allow access to a new driveway for parking with 2no cars. The new boundary wall to the front elevation is 2m high with sliding gates. To the side elevation on Ford Lane the side boundary wall is to have a fence on top to total 3m height.

PLANNING HISTORY

108202/FH/2015/S2

Description: Erection of two storey extensions to front, side and rear involving lower garage area and front porch together with new boundary wall to Ford Lane

Decision: Approved 07/05/2015

It is noted that this permission has not been implemented.

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES

Consultations

Manchester City Council Highways Services

Manchester City Council Highways Service were consulted on this application and had concerns on the proposed boundary treatment creating a highways safety concern by not being permeable.

Notifications

Local Residents

No representations received.

NEGOTIATIONS

Issues have arisen in the consultation phase which required negotiations in positive and proactive manner.

Issues arising included:

- The proposed boundary treatment and impact on both highways safety and the openness and character of the area
- The proposed extension would remove the sloped roof feature which is a predominant feature of the buildings in the area.

Updated proposed development

The updated scheme makes the following changes

- Existing 1m high wall to be retained to the corner of the site onto Ford Lane. As the wall straightens and continues along Ford Lane the wall will be continuous at the same height until it reaches a maximum of 1800mm.
- 225mm set back of the two-storey side extension which will allow the sloped roof section to the front of the property to be retained
- The proposed front gate is removed from the proposed scheme.

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES TO UPDATED DESCRIPTION OF DEVELOPMENT

Consultations

Manchester City Council Highways Services

On review of the updated plans Highways raised no objections.

RELEVANT POLICIES & THE PRINCIPLE OF DEVELOPMENT

Relevant Policies

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise.

The following policies are considered relevant.

- [The Manchester Core Strategy Development Plan Document 2012-2027](#)
 - Development Management and Planning Obligations
 - DM 1 - Development Management
 - Objective 1 - Spatial Principles
 - SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1)
 - Objective 6 Environment

- EN 1 - Design Principles and Strategic Character Areas
- EN 3 – Heritage (Deletions replaced with PfE Policy JP-P2)
- EN 19 – Waste
- [Exant Unitary Development Plan \(UDP\)](#) –
 - Citywide Development Control Policies
 - DC1 - Residential extensions
 - DC18 - Conservation Areas
 - DC26 - Development and Noise
- [Places for Everyone Plan Joint Development Plan Document 2022-2039-](#)
 - Strategy
 - JP-Strat9: Southern Areas
 - Sustainable and Resilient Places
 - JP-S1: Sustainable Development
 - Places for People
 - JP-P1 Sustainable Places
 - JP-P2: Heritage
- [The National Planning Policy Framework \(The NPPF\)](#) –
 - Section 2 - Achieving sustainable development
 - Section 4 – Decision-making
 - Section 12 – Achieving well-designed places
 - Section 16 - Conserving and enhancing the historic environment

Principle

The City Council recognises many people want to extend and develop their existing homes to provide more space and/or better living accommodation. The principle of a residential extension is accepted.

ISSUES

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

The new addition is designed to match the style and features of the current building by using matching brick and tile to the existing dwellinghouse and matching window fenestrations.

The proposal is designed to be subservient to the original dwelling house by having a lower roofline and not being forward of the principal elevation along with the design and use of matching materials.

The two-storey side has a small set back to allow for the sloping roof feature prevalent to dwellings in the area and to help create a subservience to the extension. Given the siting of the extension and the location of the property there is no risk of terracing given the corner location.

Two storey extensions on corner plots must be carefully considered to ensure there is minimal loss of a sense of openness. In this case the distance to the boundary and the topology of the site help minimise the impact and given the boundary treatment to Ford Lane the impact would be further minimised.

With a 2500mm projecting single storey rear extension the massing impact to the attached neighbour would not be significant to warrant refusal and is 500mm less than the permitted development projection limit of 3000mm.

The boundary treatment has been designed to keep to 1000mm on the principal elevation and the corner and rise to 1800mm following the natural topography of the site on the Ford Bank elevation. Given the stone wall within the site the addition of the new boundary treatment it is not considered to be harmful than existing and provide added security to this elevation. The 1800mm wall would match the existing wall height to the opposite side of Ford Lane.

Due to its, size, position and location in relation to neighbours and the corner, the proposal would not create and over-dominant or overbearing feature.

Impact on the surrounding areas in terms of the design, scale, and appearance of the proposed development.

The main proposed works are capable of being seen from the street. Given the position of the extension together with the use of proposed materials, the character of the street would not be unduly affected. Notably the sloping roof feature is maintained and the open aspect to the corner is not infringed upon.

The proposal is similar in size and scale to other buildings nearby, notably several extensions on Ford Bank Lane and would not therefore disrupt the area's existing features.

Effects on amenity

Privacy

The proposal includes adding bifold doors to the new rear elevation however given these are at ground floor and replace similar windows on this elevation the impact to privacy is minimal.

The new side facing first floor windows face into the highway and as such do not present a privacy impact and are not required to be obscured.

Light

Given the location of the proposal in relation to neighbours, with a 2500mm projection at ground floor at the boundary, the impact to local light is minimal.

Noise

The proposed extension is not expected to generate any noise beyond what would be reasonably expected of a residential dwelling.

Road Safety and Traffic Generation

The boundary treatment has been designed to keep to 1000mm on the principal elevation and the corner and rise to 2500mm following the natural topography of the site on the Ford Bank elevation (stepping down to maintain the 2500mm height). Given the stone wall within the site the addition of the new boundary treatment would be no more harmful to existing road safety and maintain good sightlines on the proposed driveway access. Highways are accepting.

Accessibility

The proposal does not change how people can get in and out of the building.

Adequacy of internal accommodation and external amenity space.

The proposal adds space inside the property with minimal effect to the outdoor area and maintains a good level of external amenity space post development.

Refuse storage and collection.

The proposal itself has little impact on waste from the site. It uses the current storage and collection methods on site.

Vehicular access and car parking

The proposed application notes a new driveway space to the front of the property, providing off-street parking provision for two vehicles. It should be noted that all individual driveway parking spaces should be a minimum of 3.0m x 6.0m per vehicle to ensure that vehicles/pedestrians do not impact on the adopted highway.

Effects relating to biodiversity, landscape, archaeological or built heritage

Built heritage

The proposal does not sit within a Conservation Area but is adjacent to the Disbury St James Conservation Area.

Didsbury St James Conservation Area is centred on the historical core of Didsbury, at the junction of Wilmslow Road and Stenner Lane, and covers an extensive area. The boundaries include Ford Lane,

Commented [JL1]: Only needed if cons area/listed, BNG etc

Didsbury Park and Sandhurst Road to the north, the backs of properties on Parrs Wood Road to the south-east, a ditch draining the Mersey flood plain to the south-west and the River Mersey to the west.

The quality of the built environment, as well as the setting of buildings, is of a very high standard, and a similar high standard will be expected of any scheme which proposes new buildings, extensions, or other major developments.

The existing well-treed suburban character of the conservation area should be maintained, and any development proposals should respect this. The construction of large floorplan buildings without substantial landscape intervening would inevitably damage the quality of the setting.

The scale of the development minimises any harm to the conservation area and heritage assets, and the development is in keeping with existing area. A condition is proposed in relation to the materials to be used in the construction of the extensions so these are to match the existing dwelling whilst details of the boundary wall materials are proposed to be conditioned so that they are of a similar appearance to the boundary wall to the adjacent conservation area.

The proposal is in keeping with the architectural style of the existing property and sits comfortably within the street scene. It is of note that many properties in the area feature extensions and outbuildings.

The harm to the conservation area and local heritage assets would be less than substantial (as set out in the NPPF Section 16)

Green Infrastructure including open space, both public and private

The dwelling benefits from a garden beyond the siting of the proposed development and maintains a good amount of private green space post development.

Flood risk and drainage.

The site is not located in a flood risk area and therefore does not require a flood statement or assessment. The proposal has a negligible impact on drainage using the existing drainage on site.

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.

CONCLUSION

The proposed development at 44 Fordbank Road has been carefully assessed against local and national planning policies, as well as the specific context of the site and surrounding area. Following positive negotiations and amendments to the original scheme, the application now presents a well-considered design that respects the character of the area, maintains residential amenity, and addresses highways concerns. The proposal is deemed acceptable in planning terms and is recommended for approval.

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. There were minor changes required to meet the requirements for approval and the officer and applicant worked together to find an amicable solution.

CONDITIONS TO BE ATTACHED TO DECISION FOR APPROVAL

1. 3-year time limit

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. Specified plans

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

- | | | | |
|----|-------------------------|------------------|---------------------|
| a. | Drawing - Location Plan | 06 May 2025 | THE LOCATION PLAN |
| b. | Drawing - Proposed | 19 Sep 2025 03 A | GROUND FLOOR PLAN |
| c. | Drawing - Proposed | 19 Sep 2025 04 A | FIRST FLOOR PLAN |
| d. | Drawing - Proposed | 19 Sep 2025 05 A | ELEVATIONS |
| e. | Drawing - Proposed | 19 Sep 2025 06 A | BOUNDARY ELEVATIONS |
| f. | Drawing - Proposed | 19 Sep 2025 07 A | SITE PLAN |

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 & of Places for Everyone.

3. Specified materials

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

Details of the bricks and copings to be used in the construction of the boundary wall, together with samples of these materials and mortar colour shall be submitted to and approved in writing by the City Council as local planning authority prior to above ground level construction of the wall commencing. The boundary wall shall be subsequently constructed in accordance with the agreed details.

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 structure and that the boundary wall is constructed of materials reflective of its location adjacent the Didsbury St James Conservation Area. Pursuant to policies DM 1, SP 1, EN 1 and EN3 of the Core Strategy and JP-S1 and JP-P1 of Places for Everyone and saved Unitary Development Plan policy DC 18 .

INFORMATIVE(S)

1. Highways – Street Lighting

It is recommended that the applicant liaises with MCC's Street Lighting Team regarding the potential requirement to relocate an existing street lighting column, in proximity to the proposed boundary gate. This can be done via email to: streetlighting@manchester.gov.uk.

2. Highways – Dropped kerb

Construction of an extended dropped kerb is noted in the application. Such access will need to be built in accordance with MCC construction standards under Section 278 works, following discussion and agreement with the council's Highways Applications and Network Resilience teams. This can be done online:

https://www.manchester.gov.uk/info/474/parking_at_your_home/8170/apply_for_a_dropped_kerb

Highways additionally recommend an H-Bar marking in front of any installed dropped kerb/extension. For more information visit our website:

https://www.manchester.gov.uk/info/474/parking_at_your_home/8167/apply_for_a_disabled_parking_bay_or_h_bar

3. Highways – Licensing and traffic management

The applicant is required to discuss and agree any requirements for licensing, hoarding /scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk

The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

APPENDIX 1 – LIST OF CONSULTEES & NEIGHBOURS NOTIFIED

Highway Services

64 Ford Lane, Manchester, M20 2TJ

42 Fordbank Road, Manchester, M20 2TH

Didsbury Rugby Club, Ford Lane, Manchester, M20 2RU

APPENDIX 2 – PLANNING CONSTRAINTS

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Green Belt Land - Greater Manchester Green Belt Local Plan 1984

Area Team Boundary - Name: SOUTH AREA