MANCHESTER CITY COUNCIL

Planning

Delegated Officer Report

Summary of application details

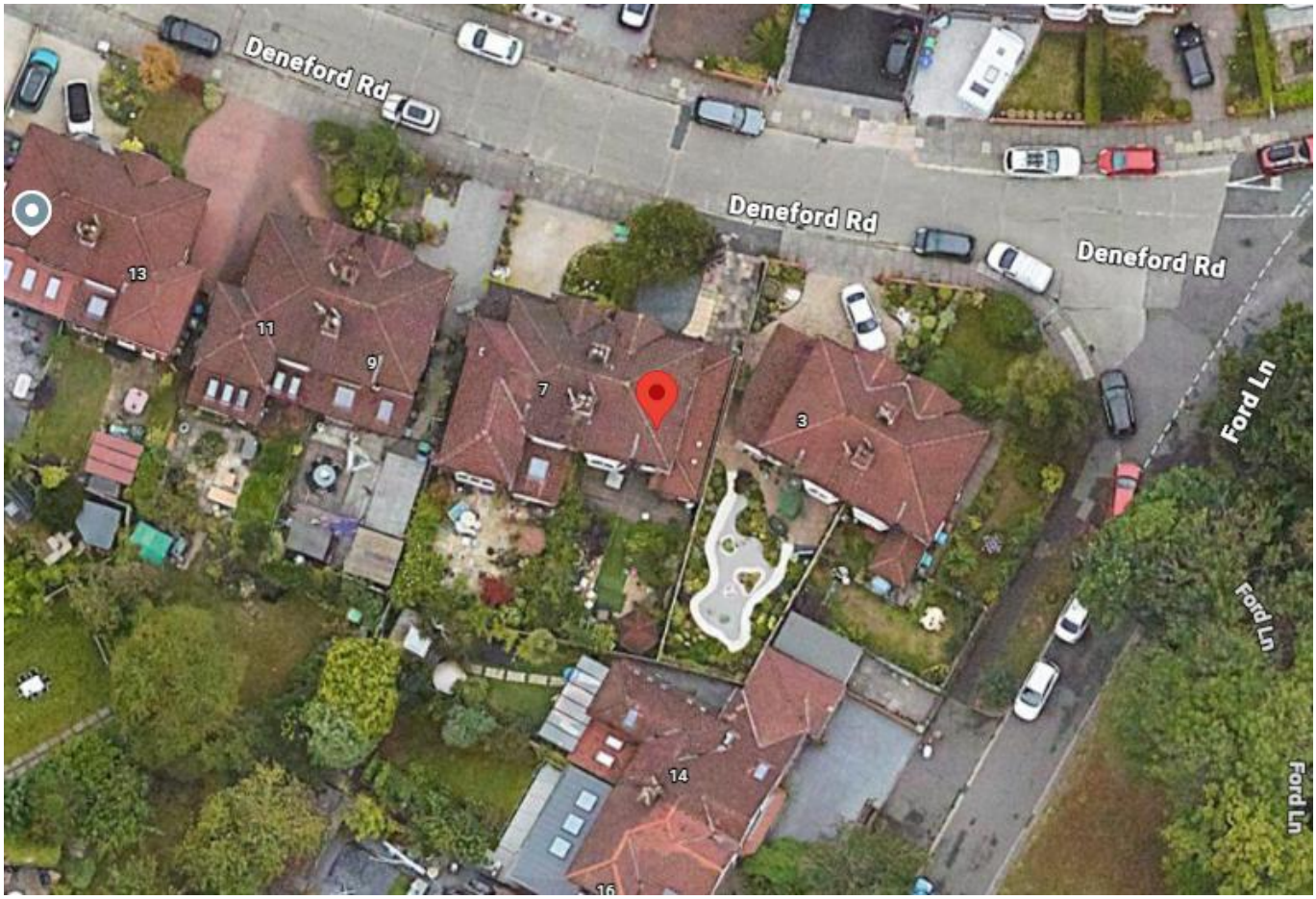
Application reference:	PLA-2026-000627
Application type:	Householder planning permission
Proposal:	Erection of single storey front, part-single / part-two storey side extension, and single storey rear extension together with a widened driveway to front following demolition of carport to side
Site address:	5 Deneford Road Manchester M20 2TE
Ward(s):	Didsbury West
Date application valid:	09 June 2026
Applicant name:	Mr & Mrs Dan & Alison Shoop
Agent (if any):	Mr Simon Miles
Case officer:	Holly Wright
Recommendation:	Approve
Date of recommendation:	14 August 2026

Description of site, building and/or area

The application relates to a two-storey semi-detached dwellinghouse of redbrick and cream-coloured render with a red tile hipped roof. The property features white uPVC-framed windows, including a projecting two-storey bay to the front, a paved driveway and front garden bordered by a mid-level brick wall and piers, a front porch canopy/overhang, a single storey side and rear extension, and a rear garden space.

Deneford Road is a residential street situated within the Didsbury West ward of Manchester, close to Fletcher Moss Botanical Gardens, the River Mersey, and Didsbury Park. 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.

The property is not listed, nor is it sited within a conservation area.


Deneford Rd
Deneford Rd
Deneford Rd
Ford Ln
Ford Ln
Ford Ln
13
11
9
7
3
14
16


LB70 GYC









Description of development

The applicant is seeking planning permission for the erection of a single storey front extension, a part-single / part-two storey side extension, and a single storey rear extension together with a widened driveway following the demolition of the existing carport to the side

Relevant planning history

Planning Application – 041353 - Single storey side extension to form bathroom and carport – Approved (1992).

Planning Application – 042453 - Revised application for the erection of a single storey extension at side and rear to form car port, enlarged kitchen and bathroom – Approved (1992).

Planning Application - 090612/FH/2009/S2 - Erection of single storey side extension and single storey rear extension to form additional living accommodation – Approved (2009).

Consultation, notification and publicity responses

Consultations

Not applicable.

Notifications and publicity

No responses received.

Relevant policies

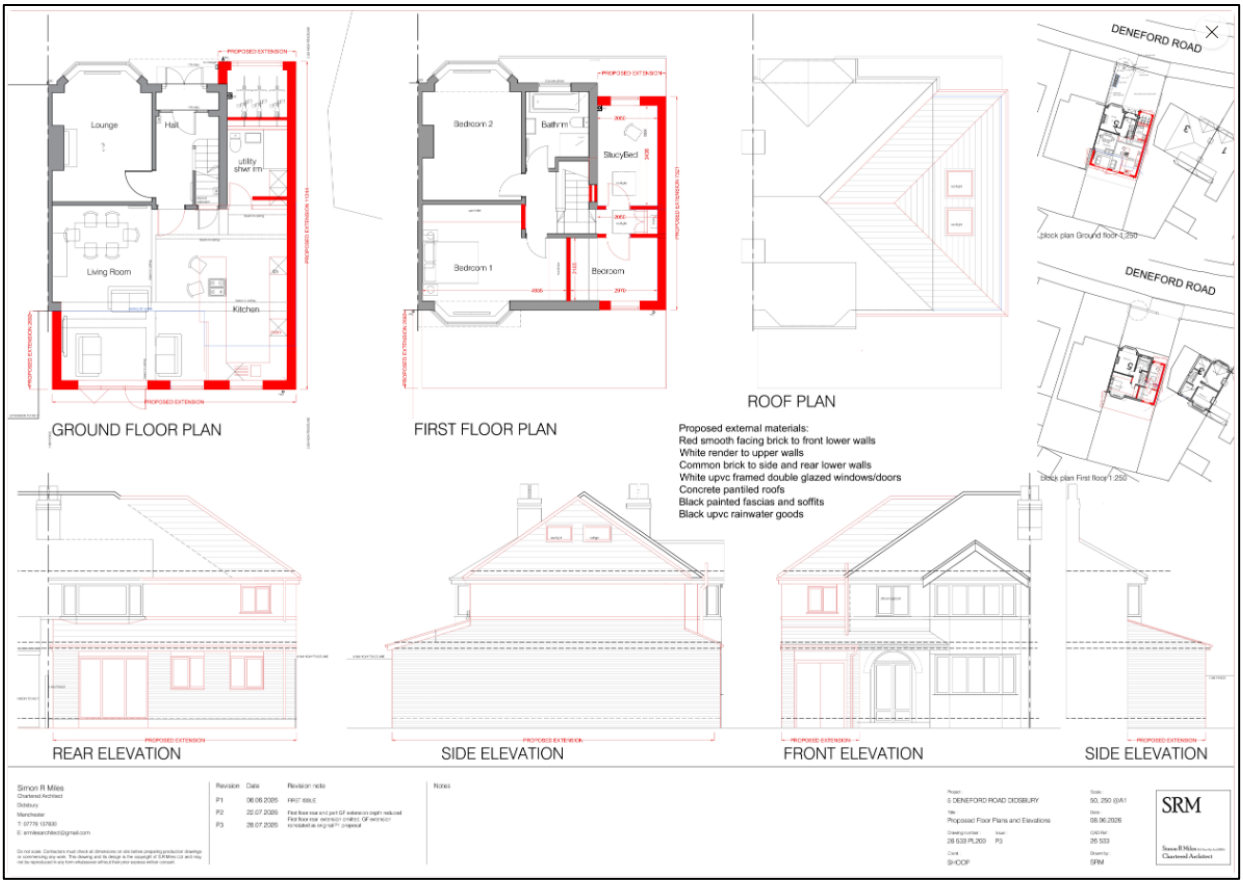
Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:
- Policy DC1 – Residential Extensions

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

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

The National Planning Policy Framework (NPPF, 2024)
- Chapter 12 – Achieving Well-Designed Places

Draft National Planning Policy Framework (NPPF, 2025)
The Government has published a consultation draft of the NPPF, intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. While this draft is not yet adopted, it is a material consideration.
- Chapter 12 – Making Effective Use of Land
- Policy L4: Residential extensions
- Chapter 14 – Achieving Well-Designed Places
- Policy DP3: Key principles for well-designed places



Submitted proposed plans and elevations

Assessment:

Principle – the principle of the proposal, to erect a single storey front extension, a part-single / part-two storey side extension, and a single storey rear extension together with a widened driveway, is acceptable. Notwithstanding this, consideration must be given to the proposal's siting, scale, and massing, appearance, impact upon visual and residential amenity, waste storage, and parking, amongst other matters.

Siting, scale, and massing – the proposed extension would be sited at the front, side, and rear of the dwellinghouse, replacing the existing single storey additions on site. At ground-floor level, it would project approximately 2.692m rearwards from the host dwellinghouse, with a length of 11.244m, a frontward projection of 0.78m, a sideward projection of 2.3m, a width to the front of 2.6m, a width to the rear of 8.3m, a pitched roof height to the front of 3.3m and an eaves height of 2.7m, and a pitched roof height to the rear of 3.7m and an eaves height of 2.6m. It would be sited adjacent to the plot's shared boundaries with No.3 and No.7 Deneford Road. At first-floor level, it would project sidewards only with an approximate width of 2.6m, a length of 7.3m (set back 0.4m from the front of the property) with a hipped roof height of 7.9m (set 0.35m below the existing ridge) and eaves to match the existing.

The overall siting, scale, and massing of the proposal is considered acceptable. The 2.692m rearward projection at ground-floor level would not exceed the limit stipulated in saved policy DC1 of the Unitary Development Plan for the City of Manchester (of 3.65m) and is therefore considered acceptable, as well as being broadly in-keeping with the existing extensions evident in the surrounding area. Further to this, the proposed extension would feature subservient dimensions to the host dwellinghouse on account of it being set lower than the existing ridge line at both ground and first-floor level, with matching eaves, a 0.4m setback at first-floor level, and a modest rearward projection at ground-floor level. For these reasons, the extension would avoid reading as an excessively large or bulky addition to the dwellinghouse. The inclusion of a reduced ridge and 0.4m setback at first-floor level would further improve the proposal's visual subservience to the host dwellinghouse. Given the staggered relationship and siting of No.3 and No.5 Deneford Road, there is reduced risk for the potential of a terracing effect to be generated. Sufficient private amenity space would also be retained to the rear.

Appearance and visual amenity – the details on the submitted application form indicate that the proposed extension would be constructed of red smooth facing brick to the front lower walls, white render to the upper walls, common brick to the side and rear lower walls, concrete roof tiles, and white uPVC-framed windows and doors. At ground-floor level, it would feature a set of doors to the front, a set of doors and two windows to the rear, and blank side elevations. At first-floor level, it would feature one window to the front, one window to the rear, and blank side elevations. Its side-facing roof slope would feature two rooflights.

The proposal is relatively standard in terms of its design and scale for developments of this type and would be in-keeping with the existing precedent of residential extensions in this locale, with a number of comparable extensions evident in the surrounding area. Sited to the front, side and rear of the property, elements of the proposal would be visible within the street scene and public. However, its use of sympathetic and matching materials (i.e., brickwork, render, roof tiles, and windows) would ensure that the proposal does not form an overly prominent visual feature within the area. For these reasons, the proposal is not anticipated to give rise to significant harm to the character and appearance of the application property or the visual amenity of the surrounding area.

Residential amenity – the ground-floor element of the proposal is considered acceptable in terms of its impact upon neighbouring residential amenity. The extension would be single storey in form, with maximum heights of approximately 3.3m to the front and 3.7m to the rear, and

would replace an existing single storey addition within the site. It would project approximately 2.692m beyond the existing rear elevation and would be positioned adjacent to an existing rear extension at No.7 Deneford Road and an existing side extension at No.3 Deneford Road. Having regard to its scale, form and relationship with neighbouring development, the proposal is not considered likely to result in unduly harmful impacts in terms of overshadowing, loss of light, loss of outlook or the introduction of an overbearing feature.

The first-floor element has greater potential to affect neighbouring amenity by virtue of its height and visibility. However, the proposed extension would project to the side of the dwelling only and would incorporate a hipped roof design together with a 0.4m setback from the front elevation. These design features would reduce the perceived scale and massing of the development and help ensure that it remains subordinate to the host dwellinghouse. The proposal is also broadly comparable in scale and form to extensions evident within the surrounding area and would therefore reflect the established pattern of development.

In terms of privacy, the proposed extension would not include side-facing windows in proximity to shared boundaries. As such, the development is not considered likely to give rise to unacceptable overlooking or loss of privacy for neighbouring occupiers. Taking all of the above into account, the proposal is considered acceptable in respect of residential amenity.

Waste storage – as the proposal would result in the existing carport and bin storage area being lost, details of an enclosed bin store (able to accommodate 4no. 240L refuse bins) have been provided to the front of the property. This would screen the property's bins from view, therefore, reducing their visual impact within the street scene.

Parking – the proposal would reduce the dimensions of the existing driveway space, however, sufficient space for at least one vehicle (2.4m by 4.8m) would be retained. These arrangements are therefore considered acceptable.

Other matters – the proposal includes the widening of the existing driveway access, the rebuilding of the existing brick pier and the enlargement of the driveway area using porous brick paviours. Concerns were raised regarding the potential impact of these works on the cherry tree located to the front of the property.

In their email correspondence dated 31 July, the applicant's agent advised that the cherry tree would be unaffected by the proposed works, as no construction activity would take place in close proximity to it. The agent also confirmed that the proposed modifications to the front boundary wall and brick pier would not require excavation works. Further to this, the tree is not protected by a Tree Preservation Order and is not located within a Conservation Area. The proposal is therefore considered acceptable in this regard.

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, chapter 12 of the National Planning Policy Framework (2024), and policy JP-P1 of the Places for Everyone joint development plan document.

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.

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 drawings and documents:

'Proposed Floor Plans and Elevations', numbered '26 533 PL200 P3', received by the City Council as Local Planning Authority on 31 July 2026.

Proposed drawings shown on the drawing titled ‘Driveway Improvements as existing and proposed’, numbered ’26 533 PL210 P3’, received by the City Council as Local Planning Authority on 31 July 2026.

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 used in the external surfaces of the development hereby approved shall be similar in appearance to the existing dwellinghouse in terms of type, size, colour and texture.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

4) Bin store:

The bin store, shown on the drawing titled ‘Driveway Improvements as existing and proposed’, numbered ’26 533 PL210 P3’, received by the City Council as Local Planning Authority on 31 July 2026, shall be implemented and be in place prior to the first occupation of the extension and shall be so maintained and retained at all times thereafter.

Reason - In the interests of the appearance of the street scene, pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

5) Restriction on additional openings:

Notwithstanding the provisions of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be inserted into the elevations of the development hereby approved, without planning permission being granted by the City Council as Local Planning Authority.

Reason - In the interests of residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.