



PLANNING

GROWTH & DEVELOPMENT

DELEGATED OFFICER REPORT FOR PLANNING APPLICATION

Application no. 142642/FH/2025

Date registered valid: 17 April 2025

Proposal: Erection of two storey side extension and single storey rear extension

Address: 449 Parrs Wood Road, Manchester, M20 5NE

Ward(s): Didsbury East Ward

Applicant: Mr & Mrs Mohammed & Marion Shahid & Lewis

Agent (if any): Mr Moayed Hamada Adamson Construction

Case officer: Joshua Lee
Tel: 0161 219 2851
Email: joshua.lee@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:	15 May 2025	
Standard consultations:	Printed: 29 April 2025	Expired: 21 May 2025
Neighbour notifications:	Printed: 29 April 2025	Expired: 21 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	
Listed building:	Not applicable	
Conservation area:	Not applicable	
Tree Preservation Order:	Not applicable	

Description of site/building

The proposal is related to a two storey semidetached dwellinghouse on Parrs Wood Road. The property features an extension single storey rear outrigger and detached garage. The property features hardstanding to the front for off street vehicle parking and a garden to the rear.

Description of area

The property is in a mostly residential part of the Didsbury East ward of Manchester. Network Rail land sits to the rear.

Description of development

Erection of two storey side extension and single storey rear extension

Two storey side extension

The proposal adds a two-storey side extension which projects 3000mm from the existing side elevation to sit 150mm off the shared boundary and, from a 1500mm set back, runs 12000mm at ground level to meet the rear elevation of the existing outrigger and 8700mm at first floor to extend 1350mm beyond the rear elevation of the existing dwelling. The side extension is finished in matching brick with a hipped tiled roof and glazing to front and rear.

Single storey rear

The proposal adds a single storey side extension which would project 4800mm from the rear of the property to meet the rear elevation of the existing outrigger. The rear extension connects the side extension to the existing extension to form a wraparound. It is finished in matching brick with a gable end tiled roof.

PLANNING HISTORY

There is no planning history at the address.

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES

Consultations

Network Rail

Network Rail were consulted on this application as they share the rear boundary and they had no objection to the proposed development and recommend a number of informatives be attached which the applicant should take note of and action where required.

Notifications

Local Residents

No representations received.

NEGOTIATIONS

Issues have arisen in the consultation phase which required negotiations in positive and proactive manner. Amendments made as a result:

1. **Windows on the shared boundary** - Windows to the shared boundary were removed as they prejudice development to No.447.
2. **Terracing.** - The set back is increased to 1500mm
3. **Gable roof** - The extension is proposed to be finished with a hipped roof to match the existing roof type.
4. **Bin store** - A secure ventilated bin store is annotated on the site plan.

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES TO UPDATED DESCRIPTION OF DEVELOPMENT

Not required due to reduction in massing in this instance.

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 19 – Waste
- Extant Unitary Development Plan (UDP) –
 - Citywide Development Control Policies
 - DC1 - Residential extensions
 - 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
- The National Planning Policy Framework (The NPPF) –
 - Section 2 - Achieving sustainable development
 - Section 4 – Decision-making
 - Section 12 – Achieving well-designed places

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 with the two-storey side extension having a lower hipped roof line.

The two-storey side is sufficiently set back from the principal elevation (1500mm) to prevent a terracing effect and to help ensure subservience.

The two-storey side extension along the boundary with the adjacent property and finishes at first floor with a 1350mm projection beyond the existing rear elevation of the dwelling. The ground floor continues to meet the existing rear outrigger. Whilst this will present built form along the boundary with the adjacent property the limited projection at first floor and the existing outrigger extension it is not considered that these impacts would be significant or create an overbearing feature.

The extensions impact to No. 551 is considered to be minimal given the distances to the boundary with that property from the proposed extensions.

Due to its, size, position and location in relation to neighbours the proposal would not create an 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 and the limited massing, together with the use of proposed materials, it is considered that the character of the street would not be unduly affected.

The 1500mm set back to the side extension elevation and lower hipped roof help reduce the effect on the character of the area.

The proposal is similar in size and scale to other buildings nearby, notably an extension approved at No420 and No416 and would not therefore disrupt the area's existing features.

Effects on amenity

Privacy

The proposal includes adding glazing to the new rear elevation however given these are on a similar plane to existing windows at first floor and the impact in terms of overlooking or loss of privacy would be no more significant than existing rear facing windows.

Light

Given the proposals location and relatively limited rear projection at first floor the impact to light from the added massing is not considered significant. There would be some loss of light to side windows on number 447 but these

appear to be secondary windows or windows serving bathrooms or landing areas. There again would be some overshadowing of the outdoor space between the gable wall of number 447 and the boundary with number 449 but this impact is not considered to be so significant as to warrant refusal of the proposals.

Noise

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

Accessibility

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

Community safety and crime prevention.

Network Rail were consulted on this application as they share the rear boundary, and they had no objection to the proposed development recommending several informatives related to safe working to be attached which the applicant should take note of and action where required.

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 removes external access to the rear of the property and the applicant has confirmed that waste bins are to be stored in the garage/bin store as denoted. This has been conditioned to ensure compliance.

Vehicular access and car parking

The proposal doesn't change how vehicles access and park at the property.

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 two-storey side and single-storey rear extensions at 449 Parrs Wood Road have been carefully assessed against local and national planning policies. The design is sympathetic to the existing dwelling and surrounding area, with appropriate amendments made during the consultation process to address concerns regarding massing, design, and neighbour impact. The development would not result in significant harm to residential amenity or the character of the area and complies with relevant planning policies. Therefore, the application is recommended for approval, subject to the attached conditions.

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 | 15 May 2025 | REV A | SITE/LOCATION PLAN |
| b. Drawing - Proposed | 15 May 2025 | REV A | PLANS AND ELEVATIONS |

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 hereby permitted development 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 structure. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-S1 and JP-P1 of Places for Everyone.

4. Bin store

Details of the secure and ventilated bin store for the storage of waste containers, including segregated and recyclable waste shall be submitted to and approved in writing by the City Council as local planning authority and implemented prior to the first use of the extension hereby approved and thereafter retained and maintained, in perpetuity.

Reason - In the interests of residential and visual amenity pursuant to saved policy DC1 of the Unitary Development Plan for Manchester and policies SP1 and DM1 of the Core Strategy for Manchester

INFORMATIVE(S) TO BE ATTACHED TO THE DECISION

1. Network Rail

Measurements to railway tracks and railway boundary

When designing proposals, the developer and council are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments (including support zones, vegetation) which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability. To ensure the safe operation and integrity of the railway, Network Rail issues advice on planning applications and requests conditions to protect the railway and its boundary.

Obligations

Properties adjoining or in the vicinity of the railway are frequently the subject of obligations, rights, exceptions and reservations for the benefit of Network Rail's land and railway. The applicant must review the title to their property to see whether any such obligations etc exist and ensure that there is no non-compliance or breaches of them or any interference with or obstruction of Network Rail's rights and reservations. If the proposed development would not comply with or would breach any of the terms of the conveyance, the developer must revise his proposals.

RAMS

The developer is to submit directly to Network Rail asset protection, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer.

Encroachment

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

- There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land or under the Network Rail boundary.
- All buildings and structures on site including all foundations / fencing foundations must be constructed wholly within the applicant's land ownership footprint.
- Buildings, windows and structures must not over-sail Network Rail air-space/boundary.
- Any future maintenance must be conducted solely within the applicant's land ownership.
- Rainwater goods must not discharge towards or over the railway boundary
- Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works. Network Rail reserves the right to refuse any works by an outside party that may adversely impact its land and infrastructure.
- Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

Scaffolding

Scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land

ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, they must have a minimum 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

This is to ensure that the safety of the railway is preserved, and that scaffolding does not:

- Fall into the path of on-coming trains
- Fall onto and damage critical and safety related lineside equipment and infrastructure
- Fall onto overhead lines bringing them down, resulting in serious safety issues (this is applicable if the proposal is above the railway and where the line is electrified).

Network Rail would request a condition is applied as follows within the planning consent:

Drainage proposals and Network Rail land

The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposed drainage on site will include the following:

- All surface waters and foul waters must drain away from the direction of the railway boundary.
- Soakaways for the proposal must be placed at least 30m from the railway boundary.
- Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.

Excavation and Earthworks and Network Rail land:

The applicant will agree all excavation and earthworks within 10m of the railway boundary with Network Rail. Network Rail will need to review and agree the works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree the following:

- Alterations to ground levels
- De-watering works
- Ground stabilisation works
- Works to retaining walls
- Construction and temporary works
- Maintenance of retaining walls
- Ground investigation works must not be undertaken unless agreed with Network Rail.
- Confirmation of retaining wall works (either Network Rail and/or the applicant). Prior to the commencement of works on site the applicant must confirm with Network Rail if there are any retaining walls/structures and the applicant must interface with Network Rail to ensure that no retaining structures are impacted on a permanent basis by their proposal.
- Alterations in loading within 15m of the railway boundary must be agreed with Network Rail.
- For works next to a cutting or at the toe of an embankment the developer / applicant would be required to undertake a slope stability review.

Network Rail would need to re view and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. The council are advised that the impact of outside party excavation and earthworks can be different depending on the geography and soil in the area. The council and developer are also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area. Therefore, consultation with Network Rail is requested. Any right of support must be maintained by the developer.

Demolition

Any demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building(s), due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Review of the method statement will be undertaken by the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence. Network Rail would like to add that the applicant is strongly recommended to employ companies to demolish buildings / structures belonging to the National Federation of Demolition Contractors. This will ensure that all demolition

works are carried out to professional standards and the company itself will also include liability insurance as part of its service.

Basement / Deep Excavation Works

Where basement or deep excavations are proposed adjacent to the railway – Network Rail review and agreement of documents as well as supervision & an interface with Asset Protection are required.

- Excavations – ASPRO would require to review (including but not limited to);
- Earthworks RAMS
- Scale section drawing and plan – showing dimensions of basement, proximity dimensions from basement to the operational rail boundary fence and depth
- And if earth works battered back – as above – dimensions from rail boundary fence
- Advise if the basement excavation will be inside the track support zone envelope
- Temporary works earthworks support including RAMS and temporary works design
- Design to include:- demonstration that the temporary works and permanent construction will not import increased risk to the operational railway both during construction and in the long term
- Calculations, G.I. strata and design check certs, CEM and CRE design CVs and appointment forms
- Lifting plans (lifting e.g. temporary works support structure components in to place)
- Designed working platforms
- De-watering method
- Dust control

Lighting

To ensure the ongoing safety of the operational railway the applicant's lighting design must demonstrate no overspill of light onto Network Rail land. Lighting close to or adjacent to the railway boundary must not impact train driver's ability to perceive signals and therefore all column lighting is recommended to be:

- White LED
- Flat bottom luminaires
- Downlit throw lighting
- Lighting to be directed away from the railway boundary
- Avoid the use of flashing lights or screens as part of developments
- Avoid lighting of Green, Yellow and Red.

Access to Railway

All roads, paths, boundaries or ways providing access to any part of the railway undertaker's land both temporary and permanent, must remain open and unblocked (24/7, 365 – around the clock) both during construction works and as a permanent arrangement.

- The proposal must not encroach onto any Network Rail access road, paths or ways of access to any part of Network Rail land. This also includes emergency vehicles ability to access and exit Network Rail land.
- The proposal construction works must not prevent Network Rail from accessing its land.

Boundary treatments

Any structures on the applicant's land which runs seamlessly into a section of Network Rail infrastructure will require Network Rail agreement/comments and interface/supervision to ensure that there is no impact to or increase in risk to Network Rail assets.

3m Gap

Network Rail **REQUIRES** that the developer includes a minimum 3 metres gap between the buildings and structures on site and the railway boundary. Less than 3m from the railway boundary to the edge of structures could result in construction and future maintenance works being undertaken on Network Rail land, and close to the railway boundary potentially impacting support zones or lineside cabling. All the works undertaken to facilitate the design and layout of the proposal should be undertaken wholly within the applicant's land ownership footprint including all foundation works. Network Rail requires a minimum 3m easement between structures on site and the railway boundary to ensure that we can maintain and renew our boundary treatments. No part of the structure should over-sail the railway boundary or discharge rainwater goods onto or toward the railway boundary.

Trees

Proposals for the site should take into account the recommendations of, '[BS 5837:2012 Trees in Relation to Design, Demolition and Construction](#)', which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future. This document will be provided via the formal interface with Network Rail Asset Protection.

BAPA (Basic Asset Protection Agreement)

As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a **BAPA** (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

Going forward in order for Network Rail to spend any time reviewing any submissions, provision of any asset information, attending any further meetings, assisting with discharging any planning conditions set etc, Network Rail will require the return of a signed BAPA (Basic Asset Protection Agreement) and relevant payment/ PO as noted in the estimate sent. Network Rail is a publicly funded entity and all outside party works, which these are, are cost recoverable as dictated to us by the ORR.

The local planning authority (LPA) are not responsible for the safe operation of the railway or our assets and the issues raised by the developer/applicant will ultimately need to be agreed by Network Rail engineering to ensure the proposed development does not interfere with the safety of the railway.

All new enquiries will need to be submitted via the ***Asset Protection and Optimisation - Customer Portal***
[Link to ASPRO ACE Portal](#) [ASPRO Network Rail Implementation \(oraclecloud.com\)](#)

From there, the client can create an account and submit their enquiry. Enquiry will then be assigned to one of the Asset Protection team to progress. The assigned team member will then be in a position to review and comment on any submissions from the outside party.

Information for Developers / LPA regarding formal railway interface

Network Rail are required to carry out assurance of planning proposals on land adjacent to the railway. We are constrained by regulations around the use of public funds, which prevents us from spending time on private projects without recouping our costs from the proposer.

No works are to commence until agreed with Network Rail. Early engagement with Network Rail is strongly recommended.

APPENDIX 1 – LIST OF CONSULTEES & NEIGHBOURS NOTIFIED

Network Rail

447 Parrs Wood Road, Manchester, M20 5NE

426 Parrs Wood Road, Manchester, M20 5GP

428 Parrs Wood Road, Manchester, M20 5GP

424 Parrs Wood Road, Manchester, M20 5GP

451 Parrs Wood Road, Manchester, M20 5NE

APPENDIX 2 – PLANNING CONSTRAINTS

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

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: SOUTH AREA