

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144436/FH/2025

Date registered valid: 20 November 2025

Proposal: Erection of a part single, part two storey rear extension, front extensions and installation of rear dormer and formation of new driveway access from Ranford Road.

Address: 56-58 Errwood Road, Manchester, M19 2QH

Ward(s): Burnage Ward

Applicant: Mr Abdul Qayum

Agent (if any): Mr Ahmad Turkmani AT A. Design

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 14 April 2026

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 22 December 2026

Standard consultations:

Printed: 16 January 2026 Expired: 6 February 2026

Neighbour notifications

Printed: 25 March 2026 Expired: 1 April 2026

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

Description of area

The application site is located on the north-east junction of Errwood Road and Ranford Road. The surrounding area is predominantly residential. However, St. Marys Primary School and Cringle Park are located to the east of the application site. The front boundary is separated from Errwood Road by footpaths and grass verges with mature tree planting. The application property shares many of the characteristics of the neighbouring properties forming Errwood Road, with regard to scale, proportions, roofscape and materials.

The application property is semi-detached, but has been occupied as a single dwellinghouse with ground floor office accommodation (without apparent planning permission). The property is set within gardens located to the front, side and rear and separated from the street by brick walls. A pathway adjacent to the northern boundary linked the front and rear gardens. A garage accessed via Ranford Road is located in the rear garden.

The application property is constructed in brown brick with grey roof tiles and presents its principal elevation to Errwood Road. The main roof is set between a hipped pitch and gable elevation. A large two storey bay with hipped pitched roof fronts onto the Errwood Road frontage. It is adjoined by a single storey extension with a lean-to roof (north) and a larger bay with a parapeted flat roof to its southern elevation. The side elevation (south) is articulated by

windows and incorporates a single storey lean-to bay and views of the side elevation of a rear conservatory extension. The rear (western) elevation (in addition to the conservatory) incorporates a single storey extension. The two storey element of the northern elevation comprises solid brick work. Windows with obscurely glazed windows are incorporated into the side elevation (northern) of the rear extension.

The elevations are articulated by rectangular windows with sectional frames. The eastern and western roof planes are punctuated by chimney stacks.

The existing house comprises:

- i. Ground floor - Hallway, lounge, conservatory, kitchen, dining room, utility rooms and office.
- ii. First floor - Five bedrooms and one bathroom.



Fig.1 – Views of the application property

Description of development

- i. Eastern (principal) elevation - The formation of a pair of two storey bays to the principal elevation, incorporating hipped pitched roofs and positioned to each side of the retained central bay. The new bays would form a continuous eaves line with the ridge line set below the apex of the central bay. The formation of the new 'northern' bay would necessitate the reconfiguration of the main roof thereby forming a continuous ridge line running from north to south. The new bays would incorporate matching brickwork and rectangular windows. The central bay would incorporate ground floor double doors (with steps reflecting the existing circumstances in

ii. Southern (side) elevation – The existing arrangement of the side elevation would be maintained in relation to the bay and windows. The side elevation would consist of matching brickwork. The ground floor elevation would be incorporated into a flat roof extension with a rearward projection of 5.2 metres. A single first floor window would be formed with a high level linear four section window at ground floor.

iv. Northern elevation – Would incorporate views of the two story in-fill extension to the front of the house. This part of the elevation would incorporate windows at ground and first floor level. The existing two storey hipped roof bay would be retained along with its windows and ground floor bay. The side wall of the flat roof extension would be incorporated into the northern elevation. It would also incorporate high level windows.

A detailed cross-section diagram of a house with various roof and wall components labeled. The labels include: Pitch, Slope, Gable, Roofline, Eave, Gutter, Chimney, Dormer, Fascia, Soffit, Brick, Stone, Timber, Metal, Glass, Plastic, Concrete, Asphalt, Shingles, Tiles, Slate, Copper, Zinc, Aluminum, Steel, Iron.



Internally, the proposed layout would form:

ii. First floor - Four bedrooms, bathroom and WC.

iii. Loft – Master bedroom and en suite bathroom.



Fig.3 – Proposed layout

Site history

i. 143875/FO/2025: Refused - 28.10.202556 - 58 Errwood Road, Manchester, M19 2QH, Erection of a part single, part two storey rear extension, two storey front extension, installation of rear dormer together with the application of render to front and side and creation of vehicular access and ground floor office (Class E)

Consultations & Notification Responses

Local residents – One email has been received requesting that the development improves biodiversity through the inclusion of a swift box. This has been addressed through an informative.

One email of objection has been received and is summarised below.

- i. The proposed development would detract from the architectural character of 56-58 Errwood Road or the surrounding properties, in its size, visual appearance and materials.
- ii. Concern was expressed regarding the original proposed for vehicular access and egress to the site due particularly regarding its relationship to the junction of Ranford Road and Errwood Road. The originally proposed arrangement would have potentially harm pedestrian safety, including the movement of students traveling to and from nearby schools.

Neighbourhood Team Leader (Arboriculture) – Commented in relation to the original proposals for vehicular access and egress. The related works to and operation of these arrangements had implications for neighbouring street trees and their root systems. It was and advised that an arboricultural impact assessment and management strategy would be required, if the originally proposed arrangements were progressed.

Highway Services –The following comments have been received following the revised proposals for a new vehicular access / egress from Ranford Road.

- i. Revised drawing Ref: PP232-5/25 Rev M sets out one vehicle access point that includes a satisfactory vehicle tracking diagram, the width of the drive and the visibility splays. The proposed vehicle access to and from Ranford Road, would be related to a section of highways with a 20mph limit and traffic calming features set out along the road. The position of the proposed access would achieve a satisfactory distance from an uncontrolled pedestrian crossing point and the road junction. There is no objection to these proposals.
- ii. Should the planning application be approved, the applicant will be required to enter into a Section 184 agreement for the construction of the proposed vehicular access with dropped kerbs on Ranford Road. This will require the agreement the Council as local highways authority and funded at the applicant's expense.

Flood Risk Management Team – Have advised that the Environment Agency (EA) are consulted in respect of the proposed development.

Environment Agency (EA) – Do not wish to comment as the development does not meet the criteria for consultation with the EA.

Issues

National Planning Policy Framework Plan-making and national decision-making policies December 2025 - The above draft document is the subject of public consultation, which expires on 10 March 2026. Notwithstanding the above, this emerging guidance is material to consideration of the proposed development.

The Framework re-affirms that the planning system has the following objectives (paragraph 16):

- a. An economic objective
- b. A social objective –health, social and cultural well-being; and
- c. An environmental objective.

Paragraph 17 states these objectives are not criteria against which every development proposal can or should be judged. Development plans and decisions should play an active role in guiding development towards sustainable solutions, but in doing so, should take local circumstances into account, to reflect the character, needs and opportunities of each area.

As well as setting out the procedural policies relating to plan making (including strategic planning and new local plans) and decision making, the draft NPPF sets out objectives, policies for plan making and policies for decision making across key policy areas in a clearer and more rules-based way.

The following chapter is relevant to the proposed development:

- i. Chapter 14: Achieving well-designed places –

Policy DP3: Key principles for well-designed places – States that well designed places should respond to their context and should:

- Context: Respond to the history, character and features of the site and its setting. The development through its siting, scale, appearance and use of materials would maintain the architectural character of the houses. An appropriate relationship to neighbouring houses and the streetscene would thereby be maintained.
- Liveability: The development would allow the adaptation and refurbishment of the existing house. It would also bring the property back into operational use. It would thereby contribute to the formation of a sustainable community.
- Climate: contribute to climate change mitigation and adaptation and the transition to net zero, by using building layouts, building orientation, massing, landscaping and materials which conserve energy and other resources, thereby minimising risks from

the impacts of climate change including overheating. These objectives would be accorded to through the adoption of contemporary construction techniques and accordance with building regulations.

- Movement: Provide transport infrastructure and choices. The development would respond to these requires through its sustainable location, including access public transport. The site has the capacity for cycle storage.
- Built Form: Use the pattern of buildings to define the arrangement of streets. The siting of the development would secure appropriate relationships to the street and neighbouring houses.

The following chapters of the NPPF, adopted December 2024, are also relevant:

i. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 96). The development would not be harmful to the amenity and well-being of neighbouring residents. It is not apparent that the development would introduce increased risk of crime. For the reasons outlined in this report, chapter 8 would be accorded with.

ii. Chapter 12: Achieving well-designed places - States that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (paragraph 131). Paragraph 135 states that planning decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area over the lifetime of the development;
- b) Are visually attractive as a result of good architecture, layout and landscaping;
- c) Are sympathetic to local character and history, including the surrounding built environment.

The design of the development would be appropriately related to the style and character of the existing house and its relationship to the surrounding context. The development would thereby accord with chapter 12.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. The development positively responds point (i) and (ii) for the reasons outlined in this report.

- i. Consultation and pre-decision matters;
- ii. Health and well-being.

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 and took effect and became part of the statutory development plan on 21 March 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 policy is relevant and would be appropriately responded to:

Policy JP-P6 - Health - States that development should maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development. The development would not result in the formation of proportionate additions to the existing house. The development would maintain an appropriate relationship the surrounding context and would not cause undue harm to residential amenity. Policy JP-P6 would be positively responded to.

Policy JP-S1 - Sustainable development - States that, to address climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. As discussed in this report, the development would not be harmful to residential amenity, and the social benefit would be fulfilled. The development would maintain the quality of local built form and potentially positively contribute the character of the area as a location supporting sustained residential occupation. Policy JP-S1 would thereby be accorded with.

Policy JP-S4 - Flood risk and the water environment - States that in locating and designing development to minimise the impacts of current and future flood risk. In response, appropriate consideration has been given to issues relating to flood risk.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy 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. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.' The following aspects of the Core Strategy are relevant to the assessment of the development:

Policy SP 1 Spatial Principles - States the key spatial principles which will guide the strategic development of Manchester to 2027. The key areas of policy SP1, pertinent to this application, are:

- i. The creation of neighbourhoods of choice
- ii. The development should make a positive contribution to neighbourhoods of choice including:
 - a. Creating well designed places that enhance or create character.
 - b. Making a positive contribution to the health, safety and wellbeing of residents
 - c. Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - d. Protect and enhance the built and natural environment.

It is considered that the development would relate appropriately to the existing house and its context and would not cause undue harm to residential amenity and character of the area. Policy SP1 would not be accorded with.

Policy EN1 Design Principles and Strategic Character Areas - States that, amongst other things, opportunities for good design to enhance the overall image of the City. Policy EN1 has been related to the assessment of the quality of the elevational design and its contribution to the built environment. The development would deliver a coherent design response. The proposed design has been appropriately related to the application property and its context. The proposed extensions would deliver a development that would be appropriately and proportionately related to the scale and proportions of the existing house and its context. The development would be acceptable and would comply with policy EN1.

Policy EN 14 (Flood Risk) - Seeks to reduce the increased risk of flooding and to secure appropriate drainage. In this case the site is:

- i. Located in flood Zones Type 2 (low to medium risk) -
- ii. Located in flood Zone Plus Climate Change -
- iii. Susceptible to Surf Water Flood (Less) -

An informative has been included recommending that the development secures satisfactory finished floor levels to mitigate against any future flood risk. Policy EN 14 would thereby be positively responded to.

Policy EN19 Waste - Relates to waste management and requires that consideration is given to waste and recycling management, as part of development proposals. The application has not demonstrated that appropriate waste and recycling storage arrangements. However, the site has the capacity to meet the requirements of policy EN19.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. It also seeks the reduce the negative impacts of road traffic and requires consideration of the impact of development on road users, including pedestrians, disabled people and cyclists. In this case, the development would introduce a new car parking space, which been assessed and considered to be satisfactory. As stated, the site has the capacity for cycle storage. Policy T1 would thereby be accorded with.

Policy DM 1 Development Management - Discusses a range of issues that all development should have regard to. The following specific issues are relevant to the consideration of this application:

- i. The impact of the development on the character of the surrounding area;
- ii. Effects on amenity, including privacy;
- iii. Adequacy of internal accommodation and external amenity space;
- iv. Refuse storage and collection;
- v. Vehicular access and car parking.

It is considered that the development would be appropriately related to its context in terms of design, height, scale, massing and any potential impact to residential amenity would not be significant. The character of the original house would be maintained as part of the development, and the existing waste and recycling storage arrangements could be maintained. The proposed new car parking arrangement would be acceptable. The development would accord with policy DM1.

Unitary Development Plan - The following saved policies are relevant:

Policy DC1 - Residential Extensions

Policy 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 neighbouring occupiers;
- c. The desirability of enabling people to adapt their houses to meet changing household needs;
- d. The overall appearance of the proposal in the street-scene;
- e. The effect of the loss of any on-site car parking.

Policy 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;

- b. They do not create an 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 streetscene by virtue of design, use of materials or constructional details;
- d. They would not result in the loss of off-street car parking resulting, in additional pressures in neighbouring streets.

It is considered that the scale and proportions of the development alterations would be acceptable in terms of its design and proportionate scale, massing and siting. The development would not unduly harm residential amenity and would thereby appropriately relate to policy DC1.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning engaged with the applicant.

Discussion between officers and the applicant's agent secured the submission of appropriate details relating to the design of the proposed extension, configuration of windows and the arrangement of vehicle access and egress points. It is considered that the submitted and supplementary details have facilitated the appropriate assessment of the proposed development thereby allowing the positive determination of the planning application.

Principle of the development - The existing building is characterised by the juxtaposition of component parts, variation in height and the materials used in its composition. On balance, it is considered that the development has been informed by the character of the existing house and the site has the capacity to accommodate the proposed magnitude of development. Furthermore, the development would not unduly harm to the character and architectural quality of the existing building and its contextual relationship to neighbouring houses and the streetscene (presented to Errwood Road and Ranford Road). The principle of the development would be acceptable.

Scale and massing - The existing property is characterised by the articulation and spaces formed within the arrangement of its component parts. These characteristics have been related to the composition of the external elevations and the roofscape. The central bay retains its prominence and would be balanced between the proposed two storey bays to each side of it. The massing within the principal elevation would be relieved by the articulation within the component parts and the arrangement of the roofscape. The space across the flat roof rear extension and the formation of a continuous rear elevational plane at first floor level would relieve the massing of the rear elevation. The solidity of the rear elevation would be further relieved by the arrangement of glazing and the space formed to each side of the roof extension. The arrangement of windows, positioning of the front in-fill extension and the retention of a ground floor bay all reduce the solidity of the extended southern elevation. On balance, the scale and massing of the development would be acceptable.

Siting – The formation of the front in-fill extensions would be appropriately related to the composition and footprint of the principal elevation. The relationship of the application property to the streetscene and neighbouring properties would thereby be maintained. The existing property has existing extension and a conservatory. The existing extension, closest to the northern boundary, has a rearward projection of 5.3 metres. The proposed extension has a rearward projection of 5.2 metres. As the siting of the proposed extended northern elevation would maintain a distance of 1.3 metres to the shared boundary, the resulting relationship to the neighbouring No. 54 would be appropriate. A minimum distance of 10.1 metres would be maintained to the western boundary securing a satisfactory relationship to the neighbouring property and appropriate garden area. The development would reflect the existing circumstance regarding the relationship of the application property to the southern boundary would be

reflected in the siting of the development. On balance, the siting of the development would be satisfactory.

Design - The existing house is characterised by brown brickwork. Important brick detailing, including soldier coursing, has been incorporated into the elevations and defines window opening and the underside of the eaves. The proposed development would maintain satisfactory articulation both on the arrangement of the physical components of the development and built between and above the existing and proposed built form.

In particular, the development would secure a cohesive arrangement of principal elevation, through the introduction of addition of 2-storey bays to each side of the retained central bay feature. The additional bays would secure appropriate subservience to the central feature through recesses to the forward elevation and the lowering of the hipped pitched ridge line. Balance and symmetry within the principal elevation would be provided through the arrangement of the roofscape and spaces between its component parts. Further symmetry would be achieved through the formation of the hipped to gable extension. Continuity would be maintained throughout the development through the maintenance of the second floor eaves line. Amendments to the development have secured an appropriate arrangement of windows. The impact to the dormer roof extension would be offset by setbacks from the side and lower eaves line. The horizontal emphasis of the rear elevation would be relieved by the arrangement of windows. The use of contrasting render to the proposed ground floor rear elevation would be appropriate within the setting on folding patio doors. The brickwork to the side elevations would be suitably relieved by the inclusion of appropriately sized windows. The style and design of the proposed window frames would secure appropriate continuity throughout the development. On balance, the proposed design would be acceptable.

Residential amenity – The proposed development has been re-designed to address concern regarding the impact of the previously proposed (Ref: 143875/FO/2025) on residential and wider visual amenity. Improvements to the design have been secured through the prominent use of matching materials. A condition has been included to ensure that windows requiring obscure glazing do so to an appropriate specification. The proposed single storey extension would reflect the characteristic projection of the existing rear extension and conservatory. The potential impact on properties to the north of the property would be reduced through the coherent design of the extension, arrangement of windows and space maintained to the boundary. The formation of first floor Juliet balconies would prevent the use of the roof to the ground floor extension as terrace. Such an arrangement has been omitted to avoid undue overlooking of neighbouring gardens. On balance, the development would not be unduly harmful to residential amenity.

Highways and car parking issues – Concerns were expressed regarding the original proposal to form vehicular access and egress from two points on the Errwood Road boundary. These concerns related to:

- i. The potential harm to pedestrian and highway safety due to the proximity of the access point in relation to Errwood Road and Ranford Road.
- ii. The potential impact of the access point on Errwood Road on neighbouring street trees. The position of trees also presented issues in relation to the manoeuvring of vehicles to and from the site.

In response, a new vehicular access and egress have been proposed and positioned on the Ranford Road boundary leading to an existing hard surfaced driveway. The access point secures a satisfactory distance from the adjacent junction and sufficient clearance from adjacent tactile paving on Ranford Road. An opening would be formed within existing low boundary wall. It would incorporate double railing gates set between brick piers to a height not exceeding 1 metre. The implementation of the proposed vehicular access arrangement is

conditioned. It will be necessary to resurface the car parking area as part of the development. A condition has been included to secure approval and implementation of a suitable permeable hard surfacing to the driveway.

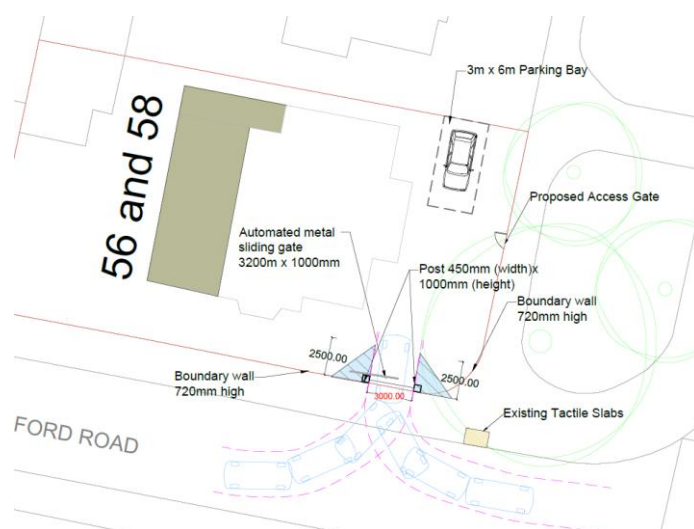


Fig. 4 - Proposed vehicular access to and from Ranford Road

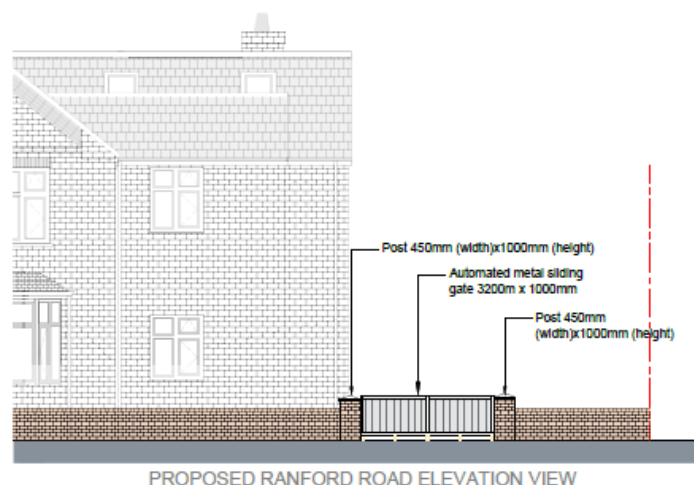


Fig.5 – Proposed boundary treatment to Ranford Road

Cycle storage - The development would not facilitate cycle storage. However, there is scope for its provision within the retained rear garden.

Land conditions - No historic land conditions have been identified with a potential to affect the implementation of the development.

Waste and recycling management - The site would maintain capacity to store waste and recycling bins in the rear garden. Details of bin storage in relation to the office use have not been provided.

Flood risk and drainage - The site lies within Flood Zone 2 and is also identified as being susceptible to surface water flooding. Given the proposed development is a residential extension, a full Flood Risk Assessment was not required as it would be disproportionately onerous given the limited scale and nature of the works. Suitable Property Flood Resilience (PFR) measures can be incorporated to mitigate residual risk. An informative has been attached to the decision advising the applicant to incorporate PFR measures.

Trees – The concerns of the Arboricultural Officer have been addressed by the revised car parking layout, which would not impact upon street trees. There are no trees along the southern boundary where the proposed driveway would be located.

Conclusion - The development would be acceptable subject to its implementation with the included conditions.

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: Approve

Article 35 Declaration

In this case, 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. Discussion between officers and the applicant's agent secured the submission of appropriate details relating to the design of the proposed extension, configuration of windows and the arrangement of vehicle access and egress points. It is considered that the submitted and supplementary details have facilitated the appropriate assessment of the proposed development thereby allowing the positive determination of the planning application.

Condition(s) to be attached to decision for approval

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 received by the City Council as local planning authority on the specified dates:

Proposed plans Ref: PP232-3/25 received 4 November 2025

Proposed elevations Ref: PP232-4/25 Rev M received on 13 March 2026

Proposed layout plan with car parking layout Ref: PP232-5/25 Rev P received on 14 April 2026

Proposed boundary wall Ref: PP232-6/25 Rev P received on 9 April 2026.

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

3) No above ground construction works shall take place until details/samples of the materials to be used in the construction of the external surfaces of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details/samples.

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

4) The following windows of the development hereby approved shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall be retained as such thereafter.

- i. Ground floor – WC (southern elevation)
Kitchen (northern elevation high level)
- ii. First floor – Bathroom and WC (southern elevation)
Bathroom (eastern elevation)
Bedroom 3 (northern elevation)
- iii. Second floor – Ensuite bathroom

Any parts of the window that can be opened must be more than 1.7 metres above the floor of the room in which the window is installed.

Reason - In order to protect the amenity of neighbouring residents and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5) Before the occupation of the development, the arrangements for car parking and the related formation access gates shall be implemented in accordance with the details of drawings referenced Proposed layout plan with car parking layout Ref: PP232-5/25 Rev P and Proposed boundary wall Ref: PP232-6/25 Rev P. The implemented works shall be maintained in situ thereafter.

Reason - In the interest of highway safety in accordance with policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

6) Before the occupation of the development details of the off-site highways works to Ranford Road shall be approved in writing by the City Council as local planning authority. The development hereby approved, shall not be occupied until the works have been constructed in accordance with the approved details.

Reason - In the interest of highway safety and the free flow of traffic and in accordance with to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

7) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, details the appearance and specification of permeable hard surfacing to the front driveway of the application property. The approved details shall be implemented in accordance with the approved scheme and in conjunction with the detail of drawing ref: Proposed layout plan with car parking layout Ref: PP232-5/25 Rev P. The implemented scheme shall be maintained in situ thereafter.

Reason – In the interest of residential amenity and to secure appropriate site drainage pursuant to policies SP1, DM1 and EN14 of the Core Strategy for the City of Manchester, policies JP- P6, JP-S1 and JP-S4 of Sustainable Development Joint Development Plan Document - Places for Everyone and the National Planning Policy Framework.

8) 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 reenacting that Order with or without modification), no windows, doors or other openings shall be installed (other than those shown on the approved drawings) without planning permission being granted by the Local Planning Authority.

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

Informatives

1) Guidance for developers can be found via the following link:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) The applicant will be required to enter into a Section 184 agreement for the construction of the proposed vehicular access with dropped kerbs on Ranford Road. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

3) Flood risk mitigation - The applicant is advised to incorporate Property Flood Resilience (PFR) measures to a minimum of 150mm above the surface water flood level or a minimum of 600mm above the fluvial flood level.

4) **Swift Bricks**

If the development can accommodate it, it is requested that consideration is given to the installation of Swift Bricks. Swift bricks must be fitted in accordance to the specifications of BS 42021:2022 - Integral nest boxes.

Appendix 1 – List of consultees & neighbours notified

Environment Agency
Neighbourhood Team Leader (Arboriculture)
Highway Services
MCC Flood Risk Management

1 Ranford Road, Manchester, M19 2QN
56 Errwood Road, Manchester, M19 2QH
52 Errwood Road, Manchester, M19 2QH
60 Errwood Road, Manchester, M19 2QH
2 Ranford Road, Manchester, M19 2GL
3 Ranford Road, Manchester, M19 2QN
54 Errwood Road, Manchester, M19 2QH

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Flood Zones Type 2 (low to medium risk) -
Flood Zone Plus Climate Change -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: SOUTH AREA