MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	143829/FH/2025
Date registered valid:	27 August 2025
Proposal:	Erection of first floor extension to side and rear
Address:	7 Emerald Road, Manchester, M22 5WA
Ward(s):	Woodhouse Park Ward
Applicant:	Mr Graham Teal
Agent (if any):	Mr Adrian Hughes
Case officer:	Holly Wright Tel: 0161 219 6381 Email: holly.wright@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**15 October 2025**

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 1 October 2025

Standard consultations: Printed: 3 September 2025 Expired: 24 September 2025

Neighbour notifications: Printed: 3 September 2025 Expired: 24 September 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

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The application relates to a two-storey semi-detached dwellinghouse of redbrick with a red concrete tile hipped roof. The property features white uPVC windows, including a two-storey angular bay to the front, a modest front garden bordered by a low-level redbrick wall, a single storey front porch, a large, attached garage to the side, a two-storey rear outrigger, a single storey side and rear extension, and a spacious side and rear garden featuring a detached outbuilding.


Styal Rd
B5166
Styal Rd
Styal Rd
Emerald Rd
Emerald Rd
Maroon Rd


P
Resident permit holders only
WPZ


MJ21 SPZ










MAIN
M&IN
FOR
SALE

Description of area

Emerald Road is a residential street situated within the Woodhouse Park ward of Manchester, close to Manchester Airport Relief Road (A555), Manchester Airport and Styal Golf Club. The surrounding area is mixed in terms of its character on account of its proximity to the airport, featuring pockets of residential properties, large areas of surface level parking and business parks.

Planning history

F07634 - Erection of car port side of garage and dwellinghouse – Approved (06.01.1978).

079329/FH/2006/S2 - Erection of single storey extension to form double garage and summer room with downstairs W. C. and utility room following demolition of existing garage – Approved (13.07.2006).

Description of development

The applicant is seeking planning permission for the erection of a first floor extension to side and rear to form additional living accommodation.

Consultations & Notification Responses

One neutral representation was received from a local resident in response to the application; the comments are summarised as follows:

- To provide enhancement for biodiversity, a minimum of one Swift nest brick should be included as part of the development.

Manchester Airport Safeguarding made no objection to the proposal, subject to a number of conditions relating to airport safety being attached to any approval (i.e., lighting, wildlife, communication, navigation, and surveillance systems, materials, tall equipment, and construction management). The proposal should also be determined in accordance with emerging policy DM7 of the Draft Manchester Local Plan to avoid any significant adverse aircraft noise impacts on health and quality of life.

Policies

The following policies are considered relevant in the consideration of this application.

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

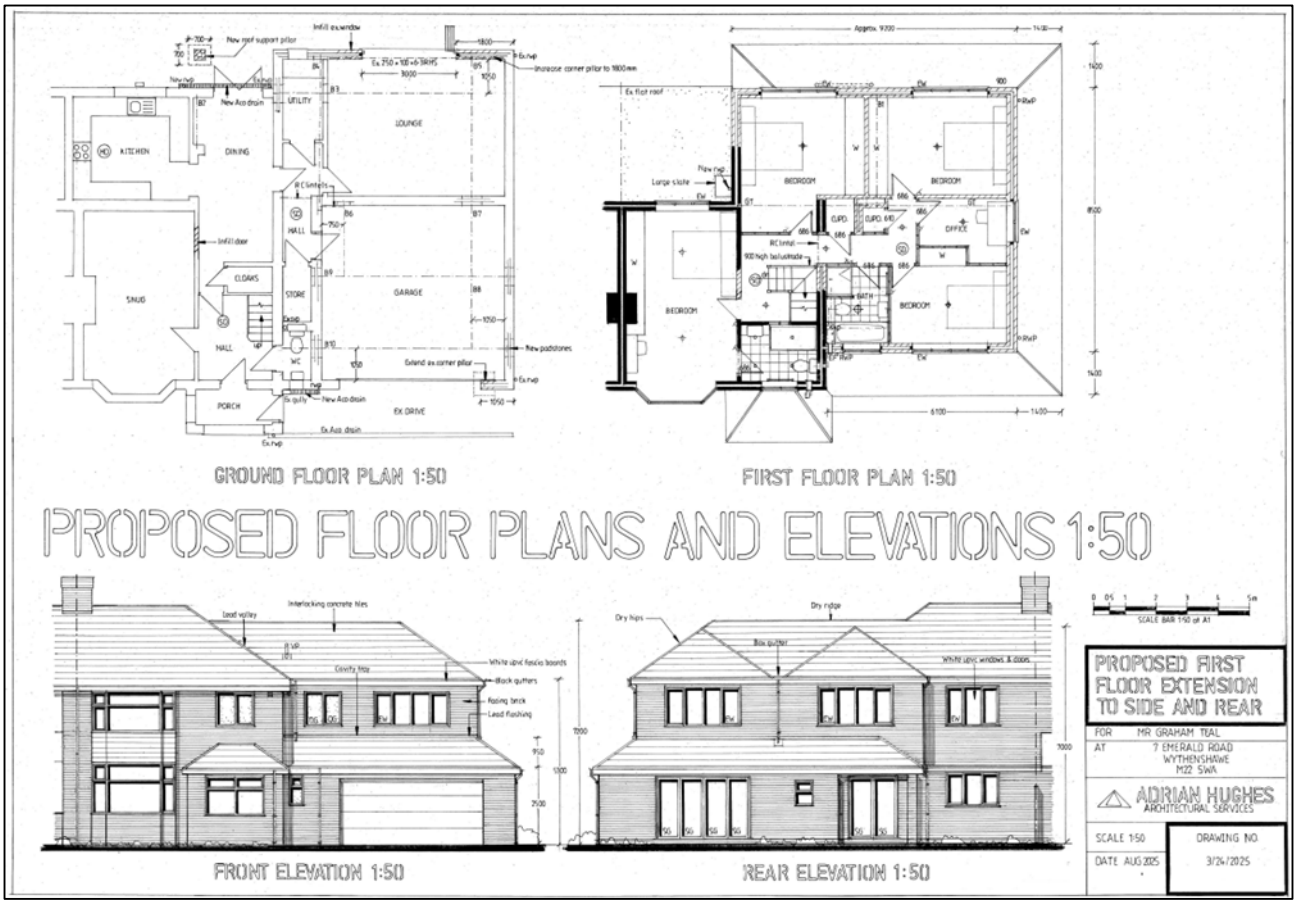
The National Planning Policy Framework (NPPF, 2024)
- Chapter 12 – Achieving Well-Designed Places

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.

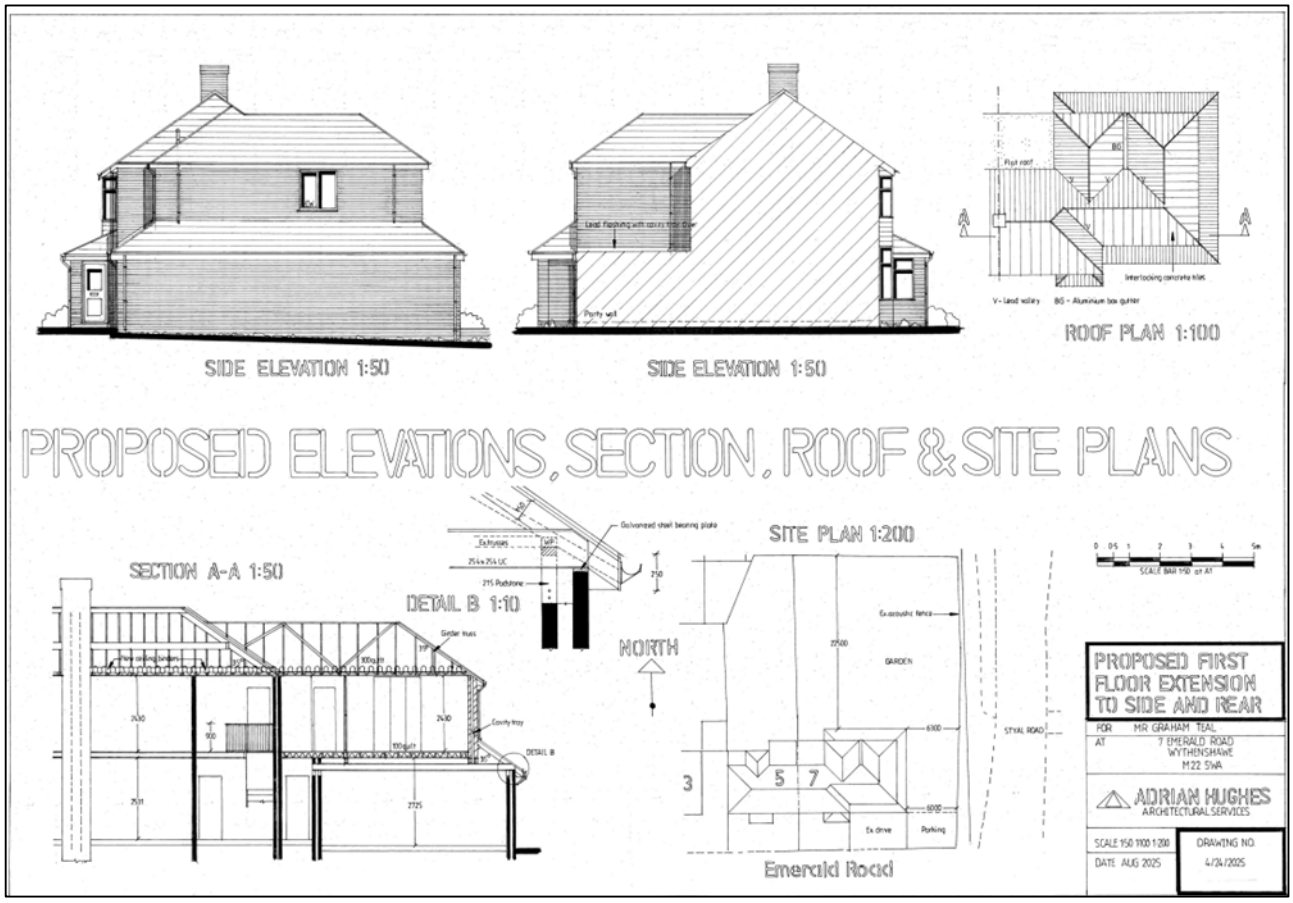
- Policy JP-P1: Sustainable Places

Draft Manchester Local Plan – the emerging Manchester Local Plan is a material consideration in the determination of planning applications. As the city undergoes significant growth and change, the revised Local Plan will provide an updated framework for guiding development over the next 15 years, addressing key priorities such as housing delivery, employment, infrastructure, environmental sustainability, and climate resilience. Although not yet adopted, the draft policies within the emerging plan reflect the Council's strategic direction and evolving planning objectives, and therefore carry increasing weight in decision-making, particularly where they align with national guidance and address current development pressures.

- Emerging Policy DM7 – Aviation Noise



Submitted plans and elevations



Submitted plans and elevations

Issues

Policies SP1 and DM1 of the Manchester Core Strategy seek to ensure that new development enhances or creates character, protects, and enhances the built environment; and that the design, scale, and appearance of the proposed development is appropriate to its context. Policies DC1.1, DC1.2, DC1.3 and DC1.4 of the Unitary Development Plan for the City of Manchester relate specifically to residential extensions and set out a number of criteria against which proposals for extensions will be assessed. Although these latter policies are now of some age, they are consistent with the guidance in the National Planning Policy Framework which seeks a high standard of design in new developments to ensure a good standard of amenity for all existing and future occupiers.

Principle – the principle of erecting a first floor side and rear extension to improve the life and wellbeing of 3no. disabled residents through the provision of additional bedrooms to suit their individual needs is acceptable given that many individuals prefer to extend and alter their homes to meet changing household needs rather than move. However, consideration must be given to the proposal's siting, scale and massing, appearance and impact upon visual amenity, residential amenity, waste storage, and parking.

Siting, scale, and massing – the extension would be sited at the side and rear of the property, facing north and east. At first floor level, it would project 6.1m sidewards from the host dwellinghouse, with a width of 9.2m, a rearward projection of 3.6m, a length/depth of 8.5m (setback 1.4m from the front of the property), a hipped roof height of 7.2 (set 0.9m below the existing ridge) with eaves to match the existing (5.3m in height). A gap of 3.5m would be maintained to the adjoining semi No.5 Emerald Road with a gap of at least 6m maintained to the plot's eastern boundary

The proposed extension is of a considerable scale; however, is considered acceptable when assessed against saved policy DC1 of the Unitary Development Plan for the City of Manchester, which allows for flexibility in design standards where development is required to meet the specific needs of disabled residents. In this case, the extension would significantly enhance the quality of life for 3no. disabled occupants and is therefore justified. The application site benefits from a spacious plot, which is capable of accommodating an extension of this size without resulting in an unacceptable reduction in private amenity space. The proposed design incorporates matching materials, a reduced ridge height, a first floor setback, and consistent eaves levels, which collectively ensure the extension remains visually subservient to the host dwelling. As such, the development would not result in undue harm to the visual amenity or character of the area. Adequate separation distances to shared boundaries and neighbouring properties would be maintained, which should safeguard the residential amenity of the area and prevent any substantial harm in terms of outlook, privacy, or overshadowing.

Appearance and visual amenity – the proposal would utilise materials to match the existing dwellinghouse, including facing red brickwork, red interlocking concrete roof tiles, white uPVC windows, and white aluminium-framed doors. The extension would feature 2no. windows to the front, 1no. window to its eastern side elevation, 2no. windows to the rear, and a blank western side elevation. Its roof slopes would be blank.

Sited at the side and rear of the property, the proposal would be visible within the street scene and public realm (e.g., from viewpoints along Emerald Road and Styal Road). However, its subservient dimensions, hipped roof form, and use of matching materials, should provide a blended appearance with the host dwellinghouse, ensuring that it does not form an overly prominent visual feature. Hence, the overall character of the property and its surrounding area should not be significantly harmed by these works.

Residential amenity – given that the extension would predominantly be sited along the eastern edge of the host dwellinghouse, with a reduced ridge height, and a 3.5m gap maintained to the adjoining semi, it is considered that it should not cause issues associated with overshadowing, loss of light, or loss of outlook, nor should it introduce an overbearing presence into the area. Moreover, its blank western side elevation (facing the adjoining semi) should ensure that the privacy of neighbouring occupiers is not compromised as a result of the works. The windows in the rear elevation are sited a sufficient distance away from the plot's northern boundary so as to avoid causing issues associated with loss of privacy and overlooking.

Waste storage – the current waste storage arrangements would be unaffected by the proposal as external access to the rear would be retained.

Parking – the current parking arrangements would be unaffected by the proposal as the existing parking space accommodated by the garage would be retained.

External alterations – the proposal also includes the following alterations:

- Replacement of the existing ground floor door and window set to the rear with a set of white aluminium-framed sliding doors.
- Amendment to the existing roof of the single storey side extension to replace the flat roof elements with a hip.

These alterations are considered acceptable given their minimal impact upon the visual and residential amenity of the area.

Impact to airport – Manchester Airport Safeguarding made no objection to the proposal, subject to a number of conditions relating to airport safety being attached in the event of an approval (i.e., lighting, wildlife, communication, navigation, and surveillance systems, materials, tall equipment, and construction management). These have been attached accordingly.

Further to this, Manchester Airport Safeguarding advised that the proposal should also be determined in accordance with emerging policy DM7 of the Draft Manchester Local Plan to avoid any significant adverse aircraft noise impacts on health and quality of life. Policy DM7 indicates that "residential and other noise sensitive uses will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable aviation noise from Manchester Airport". The application site already exhibits a C3 residential use, which would remain unchanged by the proposal with the extension providing improved living accommodation for 3no. disabled residents. The proposal is therefore considered acceptable in this regard.

Biodiversity – it is acknowledged that concerns were received regarding the potential inclusion of a swift brick within the proposed development. However, imposing such a requirement is considered to be onerous and disproportionate given the nature and scale of the proposal, which comprises a householder extension rather than the creation of a new dwellinghouse. Furthermore, there is currently no adopted policy within Manchester City Council's planning framework that mandates the inclusion of swift bricks in householder extensions. As such, while ecological enhancements are encouraged where appropriate, it is not considered reasonable to require this measure in this instance.

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 and chapter 12 of the National Planning Policy Framework.

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.

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. No significant problems have arisen during the consideration of this application, and the application has been determined in a timely manner, in accordance with the policies with the Development Plan.

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 documents:

‘PROPOSED FLOOR PLANS AND ELEVATIONS’, numbered ‘3/24/2025’, received by the City Council as Local Planning Authority on the 27th August 2025.
‘PROPOSED ELEVATIONS, SECTION, ROOF & SITE PLANS’, numbered ‘4/24/2025’, received by the City Council as Local Planning Authority on the 27th August 2025.

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 to be used on the external surfaces of the development hereby permitted shall match those specified below:

- Brickwork to match the existing dwellinghouse in type, size, colour, and texture on the elevations of the extension.
- Red roof tiles to match the roof of the existing dwellinghouse in type, size, colour, and texture on the extension.
- White uPVC windows to match the existing dwellinghouse on the extension.
- White aluminium-framed doors on the extension.

Reason - To ensure the appearance of the building to be developed is not adversely affected by the materials to be used in the construction of the development, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) Exterior lighting:

Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill.

Reason - In the interests of flight safety and to prevent distraction and confusion to pilots using Manchester Airport, pursuant to policy DM2 of the Manchester Core Strategy.

5) Birds:

During construction, robust measures to be taken to prevent birds being attracted to the site. No pools of water should occur and prevent scavenging of any detritus.

Reason - Flight safety – Bird strike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a Bird strike to aircraft using MAN, pursuant to policy DM2 of the Manchester Core Strategy.

6) Reflective materials:

Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no reflective materials (including solar PV) other than clear or obscure glass shall be added to the building.

Reason - In the interests of flight safety and to prevent distraction and ocular damage to pilots using Manchester Airport, pursuant to policy DM2 of the Manchester Core Strategy.

7) Construction management:

In the interests of aviation safety, measures to minimise and manage the creation of dust and smoke should be implemented for the full duration of all construction works, including demolition and excavation, in accordance with the advice of Manchester Airport and the Civil Aviation Authority.

Reason: Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers, pursuant to policy DM2 of the Manchester Core Strategy.

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Informatives:

1) No lighting directly beneath any roof lights that will emit light upwards – only downward facing ambient lighting to spill from the roof lights upwards – ideally, automatic blinds to be fitted that close at dusk.

Reason: Flight safety - to prevent distraction or confusion to pilots using Manchester Airport, pursuant to policy DM2 of the Manchester Core Strategy.

2) The use of radio frequency (RF) emitting devices in this location has the potential to interfere with Manchester Airport's Communication, navigation, and surveillance (CNS) equipment. RF devices are to be approved by Manchester Airport prior to energisation.

Reason: Flight safety – In the interests of maintaining the integrity of CNS equipment critical to aviation operations, pursuant to policy DM2 of the Manchester Core Strategy.

3) The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/

4) The development lies within the flight restricted zone established for Manchester Airport. The applicant's attention is drawn to the procedures for drone notifications, please see: https://www.manchesterairport.co.uk/aviation-professionals/drones/

5) 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

Manchester Airport Safeguarding Officer

Enterprise House, 341 Styal Road, Manchester, M22 5LG
10 Moss Nook Drive, Manchester, M22 5GY
8 Moss Nook Drive, Manchester, M22 5GY
6 Moss Nook Drive, Manchester, M22 5GY
4 Moss Nook Drive, Manchester, M22 5GY
2 Moss Nook Drive, Manchester, M22 5GY
6 Emerald Road, Manchester, M22 5WA
5 Emerald Road, Manchester, M22 5WA
3 Emerald Road, Manchester, M22 5WA
1 Maroon Road, Manchester, M22 5NB

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Airport Noise Index Zone - Noise and Nuisance Index - 50-59
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA