

PLANNING

GROWTH & DEVELOPMENT

DELEGATED OFFICER REPORT FOR PLANNING APPLICATION

Application no. 145007/FH/2026

Date registered valid: 21 January 2026

Proposal: Erection of two-storey side, single-storey rear and front extension.

Address: 5 Maroon Road, Manchester, M22 5NB

Ward(s): Woodhouse Park Ward

Applicant: Dan Barber

Agent (if any): Mr Umayr Azam, Northedge Architecture

Case officer: Joshua Lee
Tel: 0161 219 2851
Email: joshua.lee@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 17 March 2026

APPLICATION DETAILS

Type of application:	Full Householder Application	
Development type:	Householder	
Date of site visit:	12 February 2026	
Standard consultations:	No consultations have been printed and sent.	
Neighbour notifications:	Printed: 29 January 2026	Expired: 19 February 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	
Listed building:	Not applicable	
Conservation area:	Not applicable	
Tree Preservation Order:	Not applicable	

Description of site/building

The proposal relates to a two storey semidetached dwellinghouse on Maroon Road. The property features a two storey rear extension, detached side garage, garden to the rear and hardstanding tot the front for off street vehicle parking.

Description of area

The property is on a residential street, although it sits within a wider area that includes commercial uses linked to Manchester Airport, such as long-stay parking and nearby business premises. The property is within Manchester Airport Safeguarding Zone Outer Area and Airport Noise Index Zone - Noise and Nuisance Index - 50-59.

Description of development

Erection of two-storey side, single-storey rear and front extension.

Two storey side

The two storey side extension projects 3100mm from the existing side elevation to sit 950mm away from the shared boundary. At ground floor the extension runs 13800mm from the front of the proposed front extension through to the rear of the proposed rear extension. At first floor level the extension runs 8800mm from a brick width behind the principal elevation to sit in line with the rear elevation on the existing two storey extension. The side extension is finished in matching brick a hipped tiled roof into the main roofline.

Single-storey rear

The single storey rear extension projects 4000mm from the rear elevation of the existing two storey rear extension and spans 9200mm across the rear of the property to meet the side elevation of the proposed side extension. The proposed rear extension is finished in matching brick with a flat roof and a large roof lantern skylight.

Front extension

The proposed front extension is at ground floor level and projects 920mm beyond the principal elevation and spans 6150mm across the front of the property from the side elevation of the proposed two storey side extension. The proposed front extension is finished in matching brick and is topped with a sloping roof and projecting gable tiled roof.

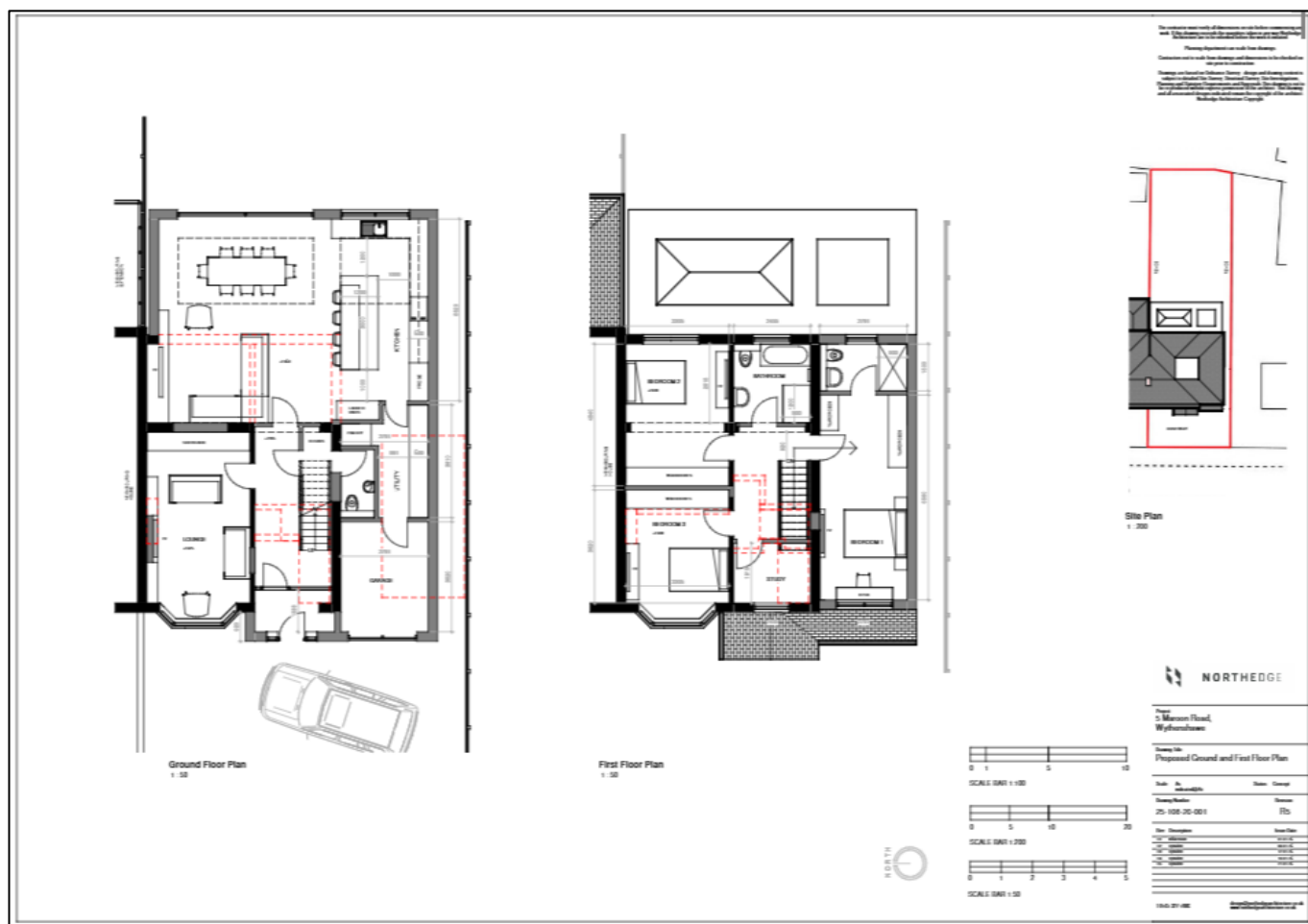


Figure 1. Proposed floor plans

PLANNING HISTORY

F11831

Description: First floor extension rear of dwelling house to form extended bedrooms.

Decision: Approved 05/03/1980

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES

Consultations

Manchester Airport

The site is within the Outer Safeguarding Zone for Manchester Airport. This means the Council must notify the Airport's Aerodrome Safeguarding team about the proposed development, in line with the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002. They have reviewed the proposal and raised no objection but have recommended that several conditions should be attached if planning permission is granted.

The property also falls within an area affected by high levels of aircraft noise, with typical noise levels of around 60dB during the day and 57dB at night. Noise in this range is considered to be between "adverse" and "significant adverse". Because of this, the Airport advises that planning permission should only be granted if a Noise Impact Assessment (NIA) is provided. The NIA must show that the development can meet relevant policy requirements and that suitable noise-mitigation measures can be achieved to protect future occupiers.

Notifications

Local Residents

No representations received.

NEGOTIATIONS

Issues were identified during the consultation stage that required positive and proactive negotiations with the applicant. As the proposed two-storey element would be positioned only 1,000mm from the shared boundary with the adjoining semi-detached property, a first-floor setback of 1,000mm was necessary to reduce the risk of creating a terracing effect and to ensure the character of the street scene is preserved. This amendment would also help lower the ridgeline and provide a clearer sense of subservience to the main dwelling and the proposed extension.

The applicant was also queried on the swept path for vehicle parking.

Updated proposed development

The updated scheme introduces a 1m setback to the first-floor front elevation and the applicant has provided a diagram showing the swept path.

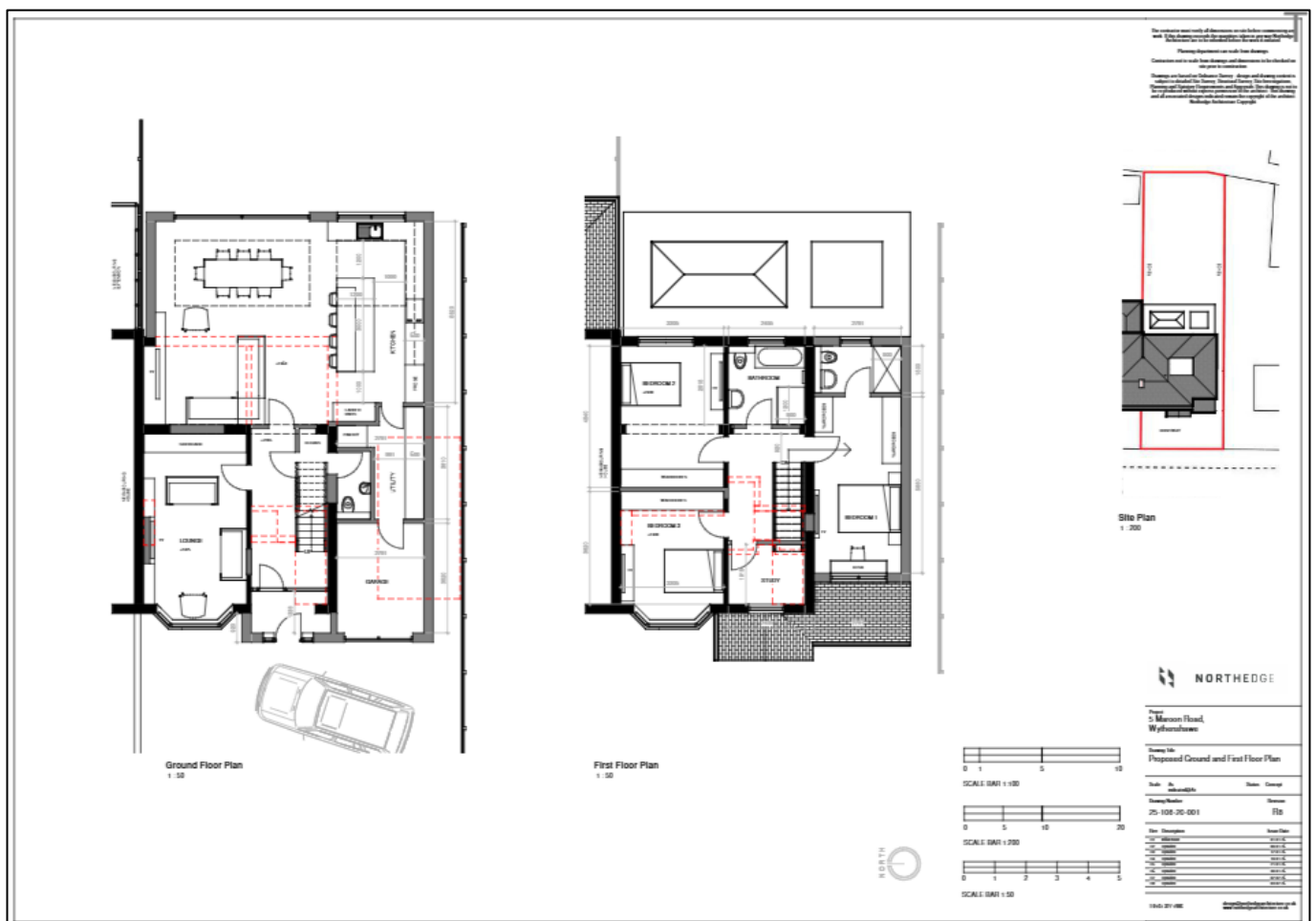


Figure 2. Updated floor plans

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES TO UPDATED DESCRIPTION OF DEVELOPMENT

Not required due to reduction in massing.

RELEVANT POLICIES

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, decisions on planning applications must be made in line with the statutory development plan, unless material considerations indicate otherwise.

For Manchester, the development plan comprises:

- The Core Strategy (2012–2027)
- Saved policies of the Unitary Development Plan (UDP)
- The Places for Everyone Joint Development Plan Document (2022–2039)

These documents are considered up to date and carry substantial weight in decision-making. Supplementary Planning Documents (SPDs) and other local guidance may also be relevant.

National planning policy, including the National Planning Policy Framework (NPPF), is a material consideration and provides overarching guidance.

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.

Where applicable, the Council must give special regard to preserving the character of conservation areas and the setting of listed buildings, in line with statutory duties under the Planning (Listed Buildings and Conservation Areas) Act 1990.

The policies referenced in this report are those considered most relevant to the nature, scale and location of the proposed development as follows:

- [The Manchester Core Strategy Development Plan Document 2012-2027](#)
 - Development Management and Planning Obligations
 - DM 1 - Development Management
 - DM 2 – Aerodrome Safeguarding
 - Objective 1 - Spatial Principles
 - SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1)
 - Objective 2 - Economy and the City Centre
 - EC 10 – Wythenshawe
 - Objective 6 Environment
 - EN 1 - Design Principles and Strategic Character Areas
 - EN 19 – Waste
- [Guide to development in Manchester](#) - supplementary planning document and planning guidance, April 2007
- [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
- [National Planning Policy Framework \(NPPF\)](#) December 2024–
 - Section 2 - Achieving sustainable development
 - Section 4 – Decision-making

- Section 12 – Achieving well-designed places
- [National Planning Policy Framework Draft for Consultation December 2025](#) - National decision-making policies
 - Chapter 3 – Decision-making policies
 - DM1: Preparing development proposals
 - DM2: Information requirements
 - DM3: Determining development proposals
 - DM6: Use of planning conditions and obligations
 - DM7: Relationship with other regulatory regimes
 - Chapter 4 - Achieving sustainable development
 - S3: Presumption in favour of sustainable development
 - S4: Principle of development within settlements
 - Chapter 12 - Making effective use of land
 - L2: Making effective use of land
 - L4: Residential extensions
 - Chapter 14 - Achieving well-designed places
 - DP3: Key principles for well-designed places
 - DP4: The Design process
- [The town and country planning \(safeguarded aerodromes, technical sites and military explosives storage areas\) direction 2002](#)

ASSESSMENT

Principle of development

Many people prefer to extend their existing homes rather than move, and the planning system needs to accommodate this demand for more living space, while at the same time ensuring that the amenities of neighbours are protected, and that the overall character of the surrounding area is not harmed. The Council is not generally in favour of dealing with this issue by laying down firm rules about home extensions with each case looked at on its individual merits, having regard to a range of criteria.

In this case the principle of the development is acceptable.

As stated in Policy DM 1 of the Manchester Core Strategy, all development should have regard to the following specific issues:

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

The proposed extension has been designed to follow the appearance of the existing dwelling, using matching brick, roof tiles and window styles to ensure a consistent and coherent finish. The two-storey side element has been designed to remain clearly subservient to the original house, incorporating a lower ridgeline and a first-floor setback to reduce its visual prominence.

A 1-metre setback at first floor, combined with the 1-metre separation to the shared boundary, ensures that the two-storey side extension sits comfortably within the street scene and avoids the impression of terracing between neighbouring semi-detached properties.

In terms of impact on neighbouring occupiers, the most noticeable element for No. 3 Maroon Road is the single-storey rear extension. However, as the proposed projection is shorter than No. 3's existing rear outrigger, the impact on outlook and amenity is considered acceptable. The front extension is modest, set well away from the shared boundary, and is not expected to give rise to any adverse impact.

The proposal has a slightly greater impact on No. 7 Maroon Road, but the two-storey element stays within the line of the existing side elevation (including the existing extension) and maintains a 1-metre gap to the boundary. With the hipped roof design helping to reduce massing, the impact is not considered significant enough to justify refusal. It is also noted that both No. 5 and No. 7 have existing detached garages along the shared boundary, further limiting any effect.

Overall, due to its size, siting and relationship with neighbouring properties, the development would not appear overbearing or overly dominant.

Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

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, the character of the street would not be unduly affected.

The proposal is similar in size and scale to other buildings nearby, notably the existing extensions to the property and the adjacent No.3 and would not therefore disrupt the area's existing features.

Effects on amenity

Privacy

The proposal includes new bifold doors to the rear elevation; however, as these are at ground-floor level and replace similar existing openings, the impact on privacy is minimal.

The new glazing to the front of the two-storey side extension aligns with the existing first-floor window arrangement on this elevation and does not give rise to any new overlooking concerns.

The new rear-facing window at first-floor level within the two-storey side extension could introduce some potential for overlooking towards No. 7 Maroon Road. However, this impact can be satisfactorily mitigated through the use of obscured glazing, which is appropriate given that the window serves a bathroom. This ensures that any effect on neighbouring privacy is acceptable and should not be onerous for the applicant. This has been conditioned.

Light

Given that the two-storey element remains within the line of the existing side elevation, the impact on daylight and sunlight to neighbouring properties is minimal. The rear elevations of the properties face east, meaning that any morning light received by No. 7 would not be significantly affected by the proposed works. As such, the extension is not expected to result in any material loss of light to No. 7 or No.3.

Noise

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

The application site appears to fall almost directly on both the 2024 60dB LAeq,16hr daytime noise contour and the 57dB LAeq,8hr night-time noise contour published by Manchester Airport. On this basis, the level of daytime aviation noise would place the site between the Lowest Observed Adverse Effect Level (LOAEL) and the Significant Observed Adverse Effect Level (SOAEL). However, the night-time noise exposure sits at the SOAEL, meaning the site is subject to a level of aviation noise where significant adverse effects are expected to occur without mitigation.

Given the site's position on the 60dB LAeq,16hr and 57dB LAeq,8hr noise contours, a condition has been attached for a Noise impact assessment to be submitted prior to commencement to secure adequate mitigation.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

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

Adequacy of internal accommodation and external amenity space.

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

Refuse storage and collection.

The proposal itself has little impact on waste from the site. It uses the current storage and collection methods on site and maintains external access to the rear of the property.

Vehicular access and car parking

The proposal would remove a vehicle parking garage but maintains off street parking at the property. A swept path diagram has been provided and demonstrates that a vehicle can access the hardstanding, manoeuvre within the site and egress in a forward gear without unacceptable impact on the public highway.

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.

Existing or proposed hazardous installations.

Manchester Airport's Aerodrome Safeguarding Authority was consulted and raises no objection to the proposed extensions, subject to conditions to protect aviation safety. These relate to ensuring all external lighting is capped to prevent upward light spill, managing the construction site to avoid attracting birds, preventing any part of the development or associated equipment from exceeding the existing ridge height, restricting the use of reflective materials without further approval, and managing construction impacts such as dust, debris and temporary lighting. Informatives are also recommended regarding crane/tall equipment notification procedures, drone restrictions within the airport's flight-restricted zone, and the need for airport approval before using any radio-frequency-emitting equipment.

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.

PLANNING BALANCE & CONCLUSION

The proposed extensions have been assessed against the development plan and all other material considerations, and the scheme is found to be acceptable in terms of design, scale and relationship with neighbouring properties, with no significant harm arising to residential amenity or the character of the street. Aviation safeguarding and noise matters have been fully considered, with Manchester Airport

raising no objection subject to conditions and a Noise Impact Assessment secured to ensure suitable mitigation. Overall, the proposal accords with the Manchester Core Strategy, saved UDP policies, Places for Everyone and the NPPF, and the limited impacts identified are appropriately controlled through conditions. The application is therefore recommended for approval.

RECOMMENDATION: APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. There were minor changes required to meet the requirements for approval and the officer and applicant worked together to find an amicable solution.

CONDITIONS TO BE ATTACHED TO DECISION FOR APPROVAL

1. 3-year time limit

The development must be begun not later than three years beginning with the date of this permission.

Reason - Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Specified plans

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

- | | | |
|----------------------------|-------------|-----------------------------|
| a. Drawing - Location Plan | 21 Jan 2026 | THE LOCATION PLAN |
| b. Drawing - Proposed | 03 Feb 2026 | 25-108-20-001 R8 FLOOR PLAN |
| c. Drawing - Proposed | 03 Feb 2026 | 25-108-20-002 R6 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. Materials to match

The materials used in the external surfaces of the development hereby approved shall be similar in appearance to the existing building 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 Core Strategy and the requirements of the National Planning Policy Framework.

4. Flat roof restriction

The flat roof of the extension(s) shall not be used for any other purpose other than as a means of escape in emergency or for maintenance of the building.

Reason - To safeguard the amenities of the adjoining premises for overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy and JP-S1 and JP-P1 of Places for Everyone.

5. Aviation Noise Impact Assessment and Mitigation

Prior to commencement of the approved development a Noise Impact Assessment (NIA) is required to be submitted to and approved in writing by the City Council as Local Planning Authority.

The NIA shall:

- Confirm the aviation noise exposure of the site using the most recent Manchester Airport noise contours for LAeq,16hr (day) and LAeq,8hr (night).
- Identify and justify all reasonable and necessary mitigation measures—including layout, design, glazing, ventilation and building fabric improvements—required to ensure that internal

noise levels within bedrooms and living rooms meet the standards in BS 8233:2014 (or any updated, nationally recognised equivalent).

- c. Demonstrate that, with mitigation in place, future occupiers will not be exposed to unacceptable aviation noise and that internal noise levels will be achieved under closed-window conditions with a suitable alternative means of ventilation.

The development must be carried out in full accordance with the approved NIA and mitigation measures prior to first occupation of the extension and shall be retained and maintained thereafter.

Reason: Reason: To ensure that future occupiers are not exposed to unacceptable levels of aviation noise from Manchester Airport and to secure adequate mitigation in accordance with the DM1 of the Manchester Core Strategy and the National Planning Policy Framework

6. Airport - 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 DM2 of the Manchester Core Strategy and The town and country planning (safeguarded aerodromes, technical sites and military explosives storage areas) direction 2002.

7. Airport - Wildlife

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 – Birdstrike 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 Birdstrike to aircraft using MAN pursuant to DM2 of the Manchester Core Strategy and The town and country planning (safeguarded aerodromes, technical sites and military explosives storage areas) direction 2002.

8. Airport - Height

No part of the development (including construction equipment i.e. cranes) should exceed the existing ridge height, in order to have no harmful impact on protected surfaces established for Manchester Airport.

Reason: Flight Safety - To ensure adequate separation between aircraft and ground-based structures pursuant to DM2 of the Manchester Core Strategy and The town and country planning (safeguarded aerodromes, technical sites and military explosives storage areas) direction 2002.

9. Airport - 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 without the express consent of the local planning authority.

Reason: In the interests of flight safety and to prevent distraction and ocular damage to pilots using Manchester Airport pursuant to DM2 of the Manchester Core Strategy and The town and country planning (safeguarded aerodromes, technical sites and military explosives storage areas) direction 2002.

10. Airport - Construction Management

In the interests of aviation safety, measures to minimise and manage construction impacts, including dust & smoke, foreign object debris (including airborne tarpaulins), gas venting (if required) and temporary construction lighting (capped at the horizontal), in accordance with the advice of Manchester Airport and the Civil Aviation Authority.

Reason: Flight safety – construction can have a detrimental impact to aviation safety unless managed pursuant to DM2 of the Manchester Core Strategy and The town and country planning (safeguarded aerodromes, technical sites and military explosives storage areas) direction 2002.

INFORMATIVE(S)

1. Airport – Lighting

No lighting directly beneath the 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.

2. Airport - Communication, Navigation and Surveillance

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.

3. Airport – Tall Equipment

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. Airport – Drones

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/>

APPENDIX 1 – LIST OF CONSULTEES & NEIGHBOURS NOTIFIED

7 Maroon Road, Manchester, M22 5NB

6 Maroon Road, Manchester, M22 5NB

4 Maroon Road, Manchester, M22 5NB

3 Maroon Road, Manchester, M22 5NB

2 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

Area Team Boundary - Name: SOUTH AREA