

## **Important – Planning permission & notices of consent**

### **Compliance with conditions**

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email [planning@manchester.gov.uk](mailto:planning@manchester.gov.uk)

## **Town & Country Planning Act 1990 (as amended)**

### **Planning Permission**

#### **Applicant**

Dan Barber  
58 Meliden Crescent  
Manchester  
M22 5ED

#### **Agent (if used)**

Mr Umayr Azam  
Northedge Architecture  
22 Fownhope Avenue  
Sale  
M33 4RD

### **Part 1 – Particulars of the application/development**

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

**Location:** 5 Maroon Road, Manchester, M22 5NB

**Date of application:** 21 January 2026

**Application number:** 145007/FH/2026

### **Part 2 – Particulars of decision**

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Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

### **Article 35 Declaration**

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#### **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.

### **Condition(s) attached to this decision**

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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) 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                    |             |                        |

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) 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.

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:

- a. Confirm the aviation noise exposure of the site using the most recent Manchester Airport noise contours for LAeq,16hr (day) and LAeq,8hr (night).
- b. Identify and justify all reasonable and necessary mitigation measures 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.

## Informatives

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This decision relates to the extension or improvement of an existing dwellinghouse, falling within Class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and does not infer or imply approval for the use of the property for any other purpose.

Manchester City Council has made an Article 4 Direction to remove permitted development rights that allow for a change of use from Class C3 - *Dwellinghouses* to Class C4 - *House in Multiple Occupation*. This means that from 8 October 2011, planning permission is required for a change of use from a Dwellinghouse to a House in Multiple Occupation. Further information regarding the Article 4 direction can be found on Manchester City Council's website:

[www.manchester.gov.uk/info/200074/planning/4847/article\\_4\\_direction](http://www.manchester.gov.uk/info/200074/planning/4847/article_4_direction)

If you intend to use the property to which this decision relates for any purpose other than a dwellinghouse, you should first contact Manchester City Council's Planning Service. Failure to obtain any necessary planning permission prior to carrying out a

material change of use or physical development could result in enforcement action being taken, which can have serious implications.

This permission does not grant approval under Building Regulations.

#### 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.

#### 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.

#### 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/>

#### 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/>

Date: 18 March 2026

Signed: 

Julie Roscoe  
Director of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

## Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within 12 weeks of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – [www.gov.uk/appeal-householder-planning-decision](http://www.gov.uk/appeal-householder-planning-decision). The Inspectorate will publish details of your appeal on the internet. Alternatively If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase their interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.