MANCHESTER CITY COUNCIL

Planning
Delegated Officer Report

SUMMARY OF APPLICATION DETAILS

Application reference:	PLA-2026-000534
Application type:	Householder planning permission
Proposal:	Erection of single-storey side and rear extension.
Site address:	7 Maroon Road Manchester M22 5NB
Ward(s):	Woodhouse Park
Date application valid:	01 June 2026
Applicant name:	Mr Sam Barnes
Agent (if any):	
Case officer:	Joshua Lee
Recommendation:	Approvre
Date of recommendation:	08 July 2026

DESCRIPTION OF SITE, BUILDING AND/OR AREA

The proposal is related to a two-storey semidetached dwellinghouse on Maroon Road. The property features hardstanding to the front for off street vehicle parking and garden to the side and rear with a detached garage to the side.

The property is within the Woodhouse Park ward. 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

The applicant is proposing the erection of single-storey side and rear extension.

Single storey side extension

The proposed side extension projects 2900mm from the existing side elevation (retaining 1000mm to the shared boundary) and runs 10880mm (from a set back of 225mm to the principal elevation) to meet the

rear elevation of the proposed rear extension. The side extension is finished in matching brick with a sloping mono pitch roof in tile to match. New glazing is proposed to front side and rear.

Single storey rear extension
The proposed single storey rear extension projects 5000mm from the existing rear elevation and spans 9031mm across the rear of the property from a 200mm set back to the adjoining boundary to meet the side elevation of the proposed side extension. The rear extension is finished in matching brick with a dual pitch gable end tiled roof. New glazing is proposed to the rear along with 6no rooflights.

RELEVANT PLANNING HISTORY

No planning history at the address.

CONSULTATION, NOTIFICATION AND PUBLICITY RESPONSES

Consultations

MAG Aerodrome Safeguarding Authority
MAG had no objections to the proposed development but recommended a number of conditions and informative be attached which the applicant should note and action where required.

Notifications and publicity

No responses received

NEGOTIATIONS

Not required

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 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 11 – Making effective use of land
  - 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
    - L4: Residential extensions
  - Chapter 14 - Achieving well-designed places
    - DP3: Key principles for well-designed places
    - DP4: The Design process

ASSESSMENT

Principle of Development

Many people prefer to extend their existing homes rather than move. The Council understands the need for more living space but must also ensure that the amenities of neighbours are protected and that the overall character of the surrounding area is not harmed.

Each case is looked at on its individual merits, having regard to a range of criteria as stated in Policy DM 1 of the Manchester Core Strategy.

In this case the principle of the development is acceptable subject to assessment below.

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

The proposed extension is considered to be appropriately sited and designed to reflect the character and appearance of the existing dwelling. The use of matching brickwork and roof tiles, alongside window proportions that reflect the existing fenestration, would ensure visual continuity with the host property.

The development has been designed to appear subservient to the original dwellinghouse. This is achieved through its single-storey form, reduced ridge height, and positioning predominantly to the rear. As such, it would read as a secondary addition rather than competing with the main built form.

In terms of neighbour amenity, the most notable impact arises from the 5m rear projection. However, this is mitigated by the presence of existing rear extensions at No. 9, which align with the shared boundary and reduce the perceived visual impact.

The effect on the neighbouring property to the opposite side is more limited, owing to the single-storey scale of the extension and the retained separation distance of approximately 1m from the boundary. Furthermore, it is noted that No. 5 benefits from an extant planning permission for a two-storey side and single-storey rear extension. Should this be implemented, it would further limit any perceived impact from the current proposal.

Overall, having regard to its scale, siting, and relationship with neighbouring properties, the development would not result in an overbearing or dominant addition and is therefore considered acceptable.

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 proposed development has been considered in the context of the surrounding area in terms of its design, scale and appearance. Due to the siting of the extension to the rear of the property, views from the public realm would be limited.

Given the position, modest scale and subordinate massing of the extension, together with the use of materials to match the existing dwelling, the proposal would integrate well with the host property and would not unduly affect the character or appearance of the street scene.

The scale and form of the proposal are consistent with other extensions in the locality. In particular, it is noted that a comparable scheme has been granted planning permission at No. 5.

The proposal would therefore reflect the prevailing pattern of development and would not appear out of keeping with the established character of the area.

Effects on amenity

Privacy

The proposal includes the introduction of glazing within the new elevations. However, as these are located at ground floor level and would largely replace existing window openings, the impact on neighbouring privacy would be comparable to the current situation and is therefore considered acceptable.

The proposed rooflights are positioned and angled in a manner that directs views away from neighbouring properties, thereby minimising any potential for overlooking. As such, the development would not give rise to any unacceptable impacts on the privacy of adjoining occupiers.

Light
Owing to its single-storey scale, subordinate height and position primarily to the rear, the development would not result in any significant loss of daylight or sunlight to adjoining properties. While some limited effect may arise from the 5m rear projection, this is mitigated by the presence of existing rear extensions at the adjoining property, which already influence the outlook and light levels in this area. Overall, the proposal is not considered to give rise to unacceptable impacts on neighbouring light amenity.

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

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 and would not present further accessibility issues into the property.

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 domestic 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.

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.

MAG Aerodrome Safeguarding Authority
The site lies within the Manchester Airport Safeguarding Zone Outer Area and has therefore been assessed by MAG Aerodrome Safeguarding Authority. MAG raised no objection to the proposed development subject to planning conditions and informatives being attached to any permission granted. These relate to matters of flight safety, including construction activities, wildlife hazard management, external lighting, reflective materials, potential interference with airport communication and navigation systems, and the use of drones or tall construction equipment. MAG also advised that the site is affected by aircraft noise contours associated with Manchester Airport and recommended that a Noise Impact Assessment be secured by condition to ensure an acceptable living environment for future occupiers. Subject to the recommended conditions and informatives, the proposal is not considered to prejudice the safe operation of Manchester Airport and complies with Policy DM2 (Aerodrome Safeguarding) of the Manchester Core Strategy.

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.

CONCLUSION

The proposed single-storey side and rear extensions are considered to comply with the development plan when read as a whole, including Policies DM1 and EN1 of the Core Strategy, saved UDP Policy DC1, and relevant guidance within the NPPF. The development has been designed to remain subordinate to the host dwelling and would not result in harm to the character and appearance of the area. Impacts on neighbouring amenity, including outlook, light and privacy, have been carefully assessed and are not considered to be unacceptable, particularly given the presence of existing and consented extensions nearby. No objections have been raised by consultees, and there are no material considerations that would outweigh the policy support for the proposal. On balance, the development represents an appropriate form of residential extension and is therefore recommended for approval, subject to conditions.

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. The proposal is considered to be acceptable and therefore determined within a timely manner.

Recommendation:

CONDITIONS

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. PROPOSED ELEVATIONS.pdf – Plan - PROPOSED ELEVATIONS - 05026-2 - 1 Jun 2026
b. SITE PLANS.pdf - Site Plan - SITE PLANS - 05026-4 - 1 Jun 2026
c. PROPOSED BLOCK PLAN AND LOCATION PLAN.pdf - Location Plan - LOCATION & BLOCK PLANS - 05026-5 - 1 Jun 2026
d. PROPOSED GROUND FLOOR PLAN.pdf – Plan - PROPOSED GROUND FLOOR PLAN - 05026-6 - 1 Jun 2026
e. PROPOSED ROOF PLAN.pdf – Plan - PROPOSED ROOF PLAN - 05026-7

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. Airport - Construction Management

Prior to commencement of the development hereby approved, a comprehensive Construction Management Plan must be submitted to and approved in writing by the local planning authority, in consultation with Manchester Airport. The Construction Management Plan is to include at least the following topics:

- Control of dust and smoke
- The process for notifying the airport prior to the use of frequency emitting devices
- Measures to prevent foreign object debris (including airborne tarpaulins)
- Principles for utilising temporary construction lighting (capped at horizontal with no light spill above the horizontal)
- Procedures for drone usage (if required) in consultation with Manchester Airport
- Commitment relating to the notification of tall equipment as per CAA CAP 1096
- Procedures for gas venting (if required) in consultation with Manchester Airport
- Food waste to be contained within covered bins to prevent birds scavenging detritus and food waste, to ensure the risk of bird strike at Manchester Airport is not increased
- Measures to prevent puddling or ponding of water which can act as an attractant to birds hazardous to aviation

Reason: Flight safety – Construction activities can pose a risk to aviation operations unless managed safely 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.

5. Aircraft Noise Assessment

Prior to commencement a detailed Noise Impact Assessment is required to be submitted to and approved in writing by the Local Planning Authority in consultation with MAG Aerodrome Safeguarding Authority. The assessment shall consider the impact of aircraft noise on the proposed development, having regard to the site's location within the 2025 daytime 57–60 dB LAeq,16hr contour (close to the 60 dB contour) and the 2025 night-time 54–57 dB LAeq,8hr contour (close to the 57 dB contour).

The assessment shall identify any necessary mitigation measures to ensure that future occupiers are not exposed to unacceptable noise levels. The approved mitigation (including, where necessary, enhanced glazing, ventilation and any other acoustic measures) shall be fully implemented prior to first occupation and retained thereafter.

Reason - To ensure that the development provides an acceptable living environment having regard to aircraft noise exposure, in accordance with Core Strategy Policy DM1 and emerging Policy DM7 (Aviation Noise).

6. Airport – Wildlife

During construction and in perpetuity, robust measures are to be taken to prevent birds hazardous to aviation being attracted to the site. No pools of water should occur and prevent the scavenging of any detritus, landscaping schemes should not attract birds hazardous to aviation.

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.

7. 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 aviation receptors at Manchester Airport and within the vicinity 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 – 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.

INFORMATIVES

1. Airport – Lighting

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

2. Airport - Communication, Navigation & Surveillance Systems

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.

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/