MANCHESTER CITY COUNCIL

PLANNING

GROWTH & DEVELOPMENT

DELEGATED OFFICER REPORT FOR PLANNING APPLICATION

APPLICATION NO. 141392/FH/2024

DATE REGISTERED VALID: 2 December 2024

PROPOSAL: Erection of a single storey side and rear extension with canopy to front elevation

ADDRESS: 12 Riverton Road, Manchester, M20 5QU

WARD(S): Didsbury East Ward

APPLICANT: Mr James Sunners

AGENT (IF ANY): Mr Ian Grainger Blu Room Architecture

CASE OFFICER: Joshua Lee
Tel: 0161 219 2851
Email: joshua.lee@manchester.gov.uk

RECOMMENDATION: Approve

DATE OF RECOMMENDATION: **14/01/2024**

APPLICATION DETAILS

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 18 December 2024

Standard consultations:

Printed: 17 December 2024 Expired: 10 January 2025

Neighbour notifications

Printed: 17 December 2024 Expired: 10 January 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

The proposal relates to a two-storey semidetached property on the corner of Riverton Road and Cranston Drive. The property features an existing ground floor rear extension and outbuilding. The property sits on the corner and features garden to the front side and rear with no off-street parking.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable



Figure 1. Street scene

DESCRIPTION OF AREA

The property is in a mostly residential part of the Didsbury East ward of Manchester. The property lies within Flood Zone 2 and the buffer zone for the historic Parrs Wood Road landfill site.

DESCRIPTION OF DEVELOPMENT

The applicant is proposing the erection of a single storey side and rear extension with canopy to front elevation.

The proposed extension projects 4000mm from the existing side elevation and runes 10165mm from in line with the existing principal elevation to mee the rear elevation of the existing rear extension. The proposed extension would be finished with a sloping hipped roof which would blend into the existing rear extension at the rear and form a small canopy at the front projecting in line with the existing bay feature.

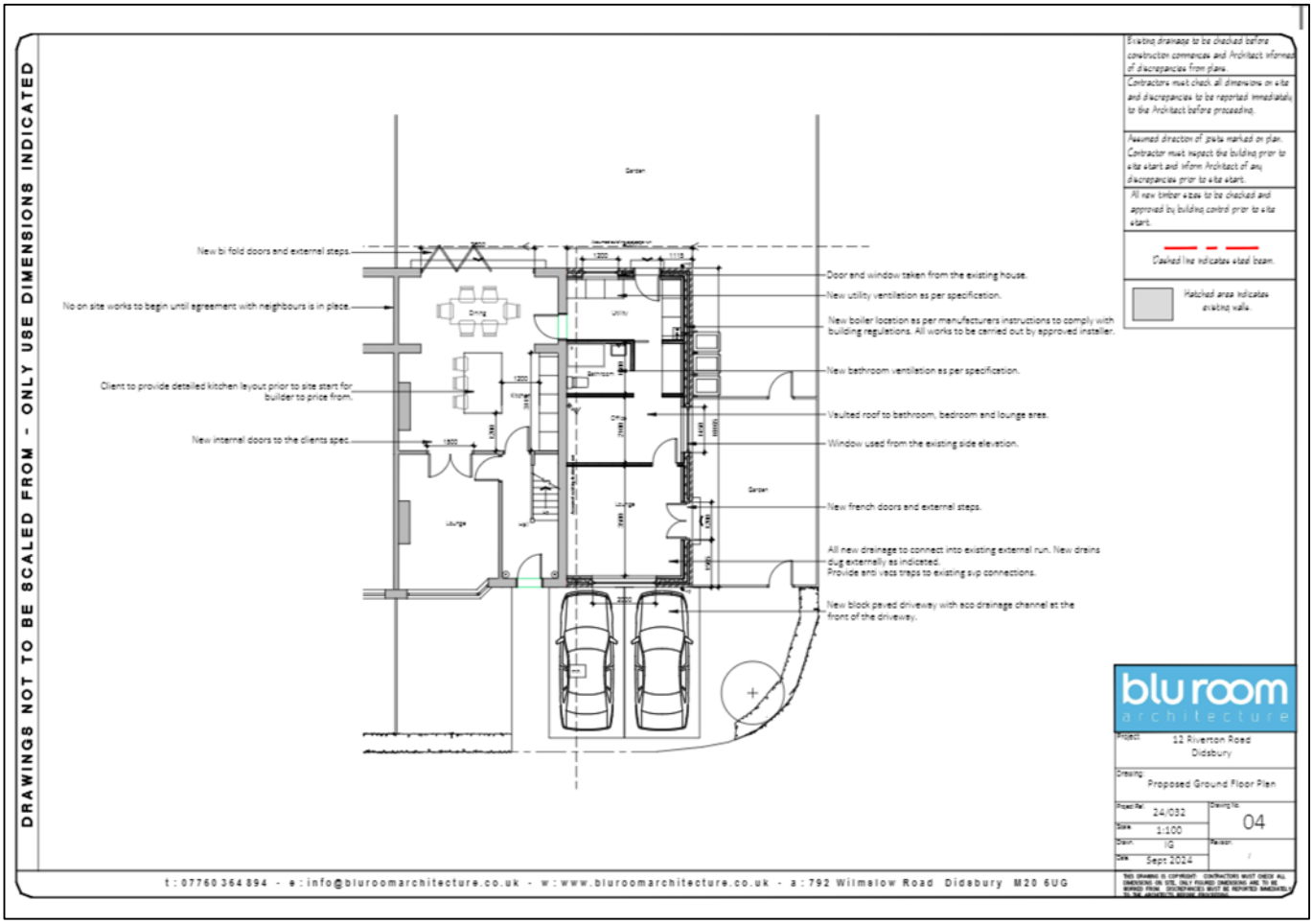


Figure 2. Proposed floor plan

PLANNING HISTORY

There is no planning history at the address.

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES

CONSULTATIONS

MANCHESTER CITY COUNCIL HIGHWAYS SERVICES

Manchester City Council Highways Service were consulted on this application as the proposal adds a new driveway and access.

Highways do not accept new driveway access points located within 10m of a junction for safety reasons and therefore could not support the proposal.

As the new access is on an unclassified road permission is not required for this development and the applicant has been advised of highways concerns.

MANCHESTER CITY COUNCIL ENVIRONMENTAL HEALTH

Manchester City Council Environmental Health were consulted on this application as the site is within the buffer zone of the historic Parrs Wood Road landfill site. They had no comments/objections to make.

MANCHESTER CITY COUNCIL FLOOD RISK MANAGEMENT

Manchester City Council Flood Risk Management were consulted on this application as the site is within Flood Zone 2. The submitted FRA can be approved with no further comment.

NOTIFICATIONS

LOCAL RESIDENTS

As stated in Appendix 1, people who live near the area were told about the proposal.

No one commented, objected, or gave their opinion on this application.

RELEVANT POLICIES & THE PRINCIPLE OF DEVELOPMENT

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise.

The following policies are considered relevant.

- The Manchester Core Strategy Development Plan Document 2012-2027
  - Development Management and Planning Obligations
    - DM 1 - Development Management
  - 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 14 – Flood Risk (partially replaced by PfE Policy JP-S 4)
    - EN 18 - Contaminated Land and Ground Stability
- Extant Unitary Development Plan (UDP) –
  - Citywide Development Control Policies
    - DC1 - Residential extensions
- Places for Everyone Plan Joint Development Plan Document 2022-2039-
  - Strategy
    - JP-Strat9: Southern Areas
  - Sustainable and Resilient Places
    - JP-S1: Sustainable Development
    - JP-S4: Flood Risk and the Water Environment

    - Places for People
        - JP-P1 Sustainable Places
- The National Planning Policy Framework (The NPPF) –
    - Section 2 - Achieving sustainable development
    - Section 4 – Decision-making
    - Section 12 – Achieving well-designed places
    - Section 14 - Meeting the challenge of climate change, flooding and coastal change
    - Section 15 - Conserving and enhancing the natural environment

ASSESSMENT

We have assessed the proposal against the policies set out above using the principles of development management set out in Policy DM 1 of the Core Strategy.

APPROPRIATE SITING, LAYOUT, SCALE, FORM, MASSING, MATERIALS, AND DETAIL

The new addition is designed to match the style and features of the current building. This includes the windows.

The proposal uses brick and tile to match the existing property (according to the application form).

The proposal is designed to be subservient to the original dwelling house being entirely at ground level. It is noted that the property is located on a corner and the extension would project beyond the perpendicular property line however the proposed extension is at ground floor level only and wouldn't have a significant effect on build up or massing on the corner.

Officers consider the new development to be acceptable in its siting, layout, scale, form, massing, materials, and detail.

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 proposal can be seen from the street however its size, massing and materials minimise any harm to the street scene.

The proposed development won't significantly change the area's character, so its appearance is acceptable.

The proposal is similar in size, scale, design and materiality to others nearby, notably No 5 Cranston Drive which has a similar side and rear extension. Therefore, it can fit on the property site and won't disrupt the area's existing features.

In general, the proposed development has little impact on the surrounding areas. The design, scale, and appearance are all in line with the development management principle.

EFFECTS ON AMENITY, INCLUDING PRIVACY, LIGHT, NOISE, VIBRATION, AIR QUALITY, ODOURS, LITTER, VERMIN, BIRDS, ROAD SAFETY AND TRAFFIC GENERATION.

The proposal includes adding glazing to the front, side and rear of the property. It doesn't unduly affect privacy because there are other windows to these elevations and are all at ground level.

The proposal is expected to have a negligible effect on local light, noise, air quality/odours, litter/vermin/bird's road safety and traffic generation.

Overall, the proposal has a negligible impact on privacy, light, noise, air quality, and other factors. So, it follows this principle of development management.

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 the proposal is therefore in accordance with this development management principle.

ADEQUACY OF INTERNAL ACCOMMODATION AND EXTERNAL AMENITY SPACE.

The proposal adds space inside the property with minimal effect to the outdoor area the proposal is therefore in accordance with this development management principle.

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 the proposal is therefore in accordance with this development management principle.

VEHICULAR ACCESS AND CAR PARKING

The proposal adds a new driveway for off street parking to the property. The property is not located on a classified road, so the new access does not require planning permission.

Highways do not accept new driveway access points located within 10m of a junction for safety reasons and therefore could not support the proposal.

As the new access is on an unclassified road permission is not required for this development and the applicant has been advised of highways concerns and impacts to dropped kerb approval. Informatives have been attached to the decision outlining highways requirements.

On balance, the proposal is in accordance with this development management principle.

EFFECTS RELATING TO BIODIVERSITY, LANDSCAPE, ARCHAEOLOGICAL OR BUILT HERITAGE

The proposal is within the buffer zone for the historic Parrs Wood landfill site. Environmental Health had no comments/objections to make.

The proposal does not sit within a Conservation Area or near a designated heritage asset.

The proposal is exempt from biodiversity net gain rules as a householder extension.

On balance the proposal has minimal effect on local biodiversity, landscape, archaeological or built heritage and is therefore in accordance with this development management principle.

GREEN INFRASTRUCTURE INCLUDING OPEN SPACE, BOTH PUBLIC AND PRIVATE

The dwelling benefits from a garden beyond the siting of the proposed development. The proposal would minimally affect green infrastructure and would balance new development with existing green space and the proposal is therefore in accordance with this development management principle.

FLOOD RISK AND DRAINAGE.

The site is in Flood Zone 2. The submitted FRA can be approved with no further comment.

The proposal has a negligible impact on drainage using the existing drainage on site.

The proposal is therefore in accordance with this development management principle.

OTHER MATERIAL CONSIDERATIONS

Other material considerations & policy may be relevant to the proposal as follows:

- Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)
- Manchester Residential Quality Guide (July 2016) (MRQG)
- Manchester, Salford, and Trafford Strategic Flood Risk Assessment
- Manchester City Council Highways Developer Design Guidance – Sustainable Drainage Systems
- Manchester City Council Planning and Noise Technical Guidance (2022)
- Air Quality & Planning Technical Guidance (2022)
- Planning and Contaminated Land Technical Guidance (2021)
- Greater Manchester Joint Waste Development Plan Document (GMJWDPD)
- Waste Storage and Collection Guidance for New Developments (2017)
- Hot Food Takeaway Supplementary Planning Document (2017)
- Manchester City Council Houses in Multiple Occupation Guidance and Amenity Standards (2020)
- Manchester Tree and Woodland Action Plan 2024-2034
- Manual for Streets (2007)
- National design guide & National Model Design Code (2021)
- Outdoor advertisements and signs: a guide for advertisers (2007)

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 development at 12 Riverton Road, involving the erection of a single-storey side and rear extension with a canopy to the front elevation, has been thoroughly assessed against relevant planning policies and principles. The design, scale, and materials of the extension are in keeping with the existing property and the character of the surrounding area. The development is not expected to significantly impact local amenities, privacy, light, noise, or traffic.

Consultations with relevant authorities, including Highways Services and Environmental Health, have raised no substantial objections. Therefore, the proposal is considered acceptable and is recommended for approval, subject to the specified conditions.

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

CONDITION(S) TO BE ATTACHED TO DECISION FOR APPROVAL

1. 3-YEAR TIME LIMIT

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 28 Oct 2024 08
b. Drawing - Existing & Proposed 02 Dec 2024 DRAWING PACK PLANS AND ELEVATIONS
c. Drawing - Proposed 02 Dec 2024 FINISHED FLOOR LEVELS FOR EXTENSION
d. Flood Risk Assessment or Drainage 02 Dec 2024

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. SPECIFIED MATERIALS

The materials to be used on the external surfaces hereby permitted shall match those as specified on the application form in type, size, colour, and texture.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the structure. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-S1 and JP-P1 of Places for Everyone.

INFORMATIVE(S) TO BE ATTACHED TO THE DECISION FOR APPROVAL.

1. SECTION 184 – DROPPED KERBS

The applicant will be required to enter into a Section184 agreement for construction of the proposed vehicular access and dropped kerbs and will require a crossing licence/agreement. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester 0161 234 5004 and can be applied for online at https://www.manchester.gov.uk/info/474/parking_at_your_home/8170/apply_for_a_dropped_kerb/2.

2. H-BAR MARKING

The applicant may wish to consider the installation of a H-Bar marking to protect driveway access. Similarly, this should be provided in agreement with MCC Highways and would be funded by the applicant.

3. SURFACE WATER DRAINAGE.

The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

APPENDIX 1 – LIST OF CONSULTEES & NEIGHBOURS NOTIFIED

Highway Services

MCC Flood Risk Management

11 Riverton Road, Manchester, M20 5QH

10 Riverton Road, Manchester, M20 5QU

1 Cranston Drive, Manchester, M20 5QN

9 Riverton Road, Manchester, M20 5QH

14 Riverton Road, Manchester, M20 5QU

6 Cranston Drive, Manchester, M20 5QN

5 Cranston Drive, Manchester, M20 5QN

3 Cranston Drive, Manchester, M20 5QN

11A Riverton Road, Manchester, M20 5QH

APPENDIX 2 – PLANNING CONSTRAINTS

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Flood Zones Type 2 (low to medium risk) -

Historic Landfill Site 250m Buffer -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: SOUTH AREA