

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132948/FO/2022

Date registered valid: 15 February 2022

Proposal: Installation of access ramp to front of property with associated steel handrails

Address: 16 Lindale Avenue, Manchester, M40 3LX

Ward(s): Moston Ward

Applicant: Mr Thomas Connor 16 Lindale Avenue, Manchester, M40 3LX

Agent (if any): Miss Keeley Smith Northwards Housing Unit 11 Hendham Vale Industrial Pk, Manchester, M8 0AD

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 5 April 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 9 March 2022

Standard consultations:

Printed: 17 February 2022 Expired: 10 March 2022

Neighbour notifications

Printed: 17 February 2022 Expired: 10 March 2022

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:

Tree Preservation Order:

Description of area

The application site relates to 16 Lindale Avenue within the Moston ward of north Manchester. It is a terraced, 2 storey, red brick property. The property benefits from amenity space to the front in the form of hardstanding and some soft landscaping with a path leading to the entrance of the property. Further amenity space is sited to the rear of the property, externally accessed through the shared ginnel.

Description of development

The proposed development is for the installation of an access ramp to the front of the property with associated steel handrails. The ramp would run along the front of the property before extending down to the existing front gate. The first ramp would be 3820mm in length with 1500mm level landing at the top (front door) and 1500x1500mm mid-level landing. The 2nd ramp to the gate would be 3890mm in length with 1500x1200mm level landing to allow gate to open after landing. Handrails would be used throughout. A step would allow access from the top of the ramp to the garden. The existing garden gate would be widened to create a minimum 1000mm opening.

Materials to be used include:

- Plum decorative slate for the remaining front amenity space (to match existing)
- Timber wayney lap fencing with concrete base board panels (to match existing)
- Ramp: 600x600mm concrete paving flags
- Handrails: Powder coated black tubular steel

The ramp would have a gradient of 1:25.

Consultations & Notification Responses

Local residents

Local residents were consulted, and no responses were received.

Flood Risk Management Team

Flood Risk Management were consulted and asked for the following condition to be placed on any approval granted. Development shall not begin until a surface water drainage layout for the site has been submitted to and approved in writing by the local planning authority. The plan should highlight the proposed drainage structures which will prevent surface water run-off being directed towards the neighbouring property. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

Reason: To prevent the increased risk of surface water flooding to a third party area, improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

Issues

POLICY

The National Planning Policy Framework (July 2021)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The following specific policies are considered to be particularly relevant to the proposed development:

- i. Chapter 8. Promoting healthy and safe communities- States that planning policies and decisions should aim to achieve healthy, inclusive and safe places and policies and decisions should promote public safety and take into account wider security and defence requirements.
- ii. Chapter 12. Achieving well-designed places- Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Of relevance are:

Policy DM1 (Development Management); which states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. The relevant issues are the appropriate siting, layout, scale, form, massing, materials and detail. The 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 effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

Policy SP1 (Spatial Principles); which sets out the City Council's Core Development Principles and states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, amongst these include: creating well designed places that enhance or create character, making a positive contribution to the health, safety and wellbeing of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity.

Policy EN1 (Design Principles and Strategic Character Areas); states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located.

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC1.1 states that in determining planning applications for extensions to residential properties, the Council will have regard to:

- a. The general character of the property;
- b. The effect upon the amenity of the neighbouring occupiers;
- c. The desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. The overall appearance of the proposal in the a street scene;
- e. The effect of the loss of any on-site car parking.

DC1.2 states that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a. They are not excessively large or bulky (for example resulting in structures which are not subservient to original houses or project out too far in front of original buildings);
- b. They do not create undue loss of sunlight, daylight or privacy;
- c. They are not out of character with the style of development in the area or the surrounding scene by virtue of design, use of materials or construction details.
- d. they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

DC1.5 The council will consider on their merits exemptions to the above policies in the case of applications from disabled people who may require particular adaptations to their homes.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Paragraph 2.7 states that development should help to sustain local neighbourhoods, encouraging the most appropriate form of development to enliven neighbourhoods and sustain local facilities.

Paragraph 2.14 goes on to say that it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.16 considers the impact of site boundaries, which can be significant and must be taken into account and incorporated into the design of new developments and conversions from an early stage. Original examples that contribute to the character of the area should be retained. Well designed new treatments such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line and contribute to the quality of the environment.

ISSUES

Principle of development

The submitted development application is for the installation of an access ramp to the front of the property with associated steel handrails. This is considered acceptable in principle as many

people prefer to alter and adapt homes rather than move, to meet the changing residential needs of families. However, consideration must be given to the proposal's appearance, impact on the visual amenity of the area and impact on the neighbouring properties' residential amenity. As the property is to remain a single family dwellinghouse it is not considered that the proposed extension would give rise to any significant additional waste or car parking pressures.

Visual /Residential Amenity

The proposed ramp to the front would be visible in the streetscene. The first ramp would be visible as it would be sited along the front elevation of the house and with the ramp then running down the side boundary to the front gate. The handrails running along the front of the property are sited approximately 0.5 metres below the bottom of the ground floor window and so the structure would not produce an overdominant feature for the front elevation. It is considered that the open nature of the proposed structure would reduce the potential visual impacts. No. 18 would be most likely to feel the increase in built form, but the existing wooden fence boundary would further help reduce adverse visual implications.

The front ramp benefits the needs of a disabled user residing at the property, requiring access, and so would provide a positive contribution to the wellbeing of the residents. Therefore, on balance any impacts in relation to visual amenity would be outweighed by the need for level access in this instance. The proposal is considered acceptable and complies with The National Planning Policy Framework; Core Strategy policies SP1, DM1, EN1 and Saved Policy DC1.5 of the Unitary Development Plan.

Design and Appearance

The proposed ramp is to be made of 600x600mm concrete paving flags and the handrails would be powder coated black tubular steel. A materials condition has been attached to ensure that the specified materials are adhered to, and colouration is in keeping with the character of the streetscene, pursuant with The National Planning Policy Framework; Core Strategy policies SP1, DM1, EN1 and Saved Policy DC1 of the Unitary Development Plan.

The use of plum decorative slate for the remaining front amenity space and the continued use of the timber wayney lap fencing with concrete base board panels ensures that the proposal is in keeping with the host property and is in keeping with the wider streetscene.

The ramp would have a gradient of 1:25. The ramp is considered appropriate for its setting and follows the advice of DDA2 at the same time of considering Building Regulations Part M. DDA2 offers a practical approach to inclusive design and ensures that the adaptations proposed are accessible in nature, but relates to public buildings only.

Surface water drainage layout

Flood Risk Management asked for the following condition to be placed on any approval granted. Development shall not begin until a surface water drainage layout for the site has been submitted to and approved in writing by the local planning authority. The plan should highlight the proposed drainage structures which will prevent surface water run-off being directed towards the neighbouring property. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

Reason: To prevent the increased risk of surface water flooding to a third party area, improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

The need for the condition was questioned as the condition was considered onerous, given the materials in the front amenity space are to be the same after development. The Team came back and said the reason for the attached condition is due to the changes in gradient and elevations caused by the ramp. On that basis, Flood asked for changes in gradient and elevation to be considered in the design of the ramp, or further evidence to ensure that surface water flows will not be directed towards the neighbouring property and attenuated on site. A surface water drainage layout was provided by the agent. Flood Risk assessed the layout and recommended that the condition is satisfied, as the layout showed mitigation against increased flood risk to the adjacent property.

Car parking

No off street parking is provided at the property and as such car parking would not be affected by the proposal.

Refuse storage

At the time of the site visit, bins were stored where the 2nd ramp would be located. However, space in the remaining front amenity space is available, as is further amenity space to the rear.

Conclusion

Overall, the proposed development does not create any significant impact in terms of visual or residential amenity. The design and appearance is in keeping with the character of the property and local area.

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.

Recommendation: Approve

Article 35 Declaration

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner by requesting further information relating to the scheme and appropriate conditions to the approval have also been attached.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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

- Application for Planning Permission for works or extension to a dwelling, stamped as received by the City Council as Local Planning Authority on 15 February 2022.
- Drawing- Proposed- Elevation, numbered 03, stamped as received by the City Council as Local Planning Authority on 15 February 2022.
- Drawing- Proposed- Elevation, numbered 04, stamped as received by the City Council as Local Planning Authority on 15 February 2022.
- Drawing- Existing & Proposed, numbered 02, stamped as received by the City Council as Local Planning Authority on 15 February 2022.
- Drawing- Location Plan, stamped as received by the City Council as Local Planning Authority on 15 February 2022.
- Email Correspondence, stamped as received by the City Council as Local Planning Authority on 5 April 2022.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) The materials to be used on external surfaces hereby permitted shall be implemented in accordance with the approved details as set out in the application form and email correspondence specified in Condition 2 of this approval.

Reason- In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 of the Unitary Development Plan for the City of Manchester, SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

4) The proposed handrails shall be painted black in colour and the materials to be used for the front access ramps hereby permitted shall match those as stated on the application form dated 15 February 2022 and email correspondence dated 5 April 2022.

Reason - To ensure that the colour appearance of the proposed access ramp is in keeping with the surrounding area, pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and Policy DM1, SP1 and EN1 of Manchester's Local Development Framework: The Manchester Core Strategy Development Plan Document.

5)The development hereby approved shall be carried out in accordance with Surface Water Drainage Layout, numbered 05, stamped as received by the City Council as Local Planning Authority on 4 April 2022, in relation to a surface water drainage layout. The development shall be constructed and completed in accordance with the approved details.

Reason: To prevent the increased risk of surface water flooding to a third party area, 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

MCC Flood Risk Management

14 Heppleton Road, Manchester, M40 3LY
18 Heppleton Road, Manchester, M40 3LY
16 Heppleton Road, Manchester, M40 3LY
20 Lindale Avenue, Manchester, M40 3LX
18 Lindale Avenue, Manchester, M40 3LX
14 Lindale Avenue, Manchester, M40 3LX
12 Lindale Avenue, Manchester, M40 3LX

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Area Team Boundary - Name: NORTH1