

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139351/FH/2024
Date registered valid: 22 February 2024
Proposal: Installation of ramp to front and works to driveway
Address: 18 Munn Road, Manchester, M9 0NH
Ward(s): Higher Blackley Ward

Applicant: Ms Jane Ruthven
Agent (if any): Mr Neil Brickles, Manchester City Council
Case officer: Ellie Knowles
Tel: 0161 219 6633
Email: ellie.knowles@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 17 April 2024

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 14 March 2024

Standard consultations:

Printed: 7 March 2024 Expired: 28 March 2024

Neighbour notifications

Printed: 7 March 2024 Expired: 28 March 2024

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 application site relates to 18 Munn Road within the north Manchester ward of Higher Blackley. The application site relates to an interwar mid-terraced, two storey dwellinghouse with painted brick at ground floor and red brickwork at first floor. The property benefits from a garden to the front which is bound by low hedging, with further amenity space sited to the rear of the proposal.



Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The surrounding area is predominantly residential in character, comprising terraced properties of a similar design and scale. Amenity spaces to the front of dwellings in this locality are characterised by gardens or off street paved driveways.

Description of development

The application seeks planning permission for the installation of an access ramp and creation of a new driveway to the front.

The proposed access ramp would run along the primary elevation of the property running a length of 6.1m. The ramp would provide level and stepped access into the dwelling from the new area of hardstanding proposed to the front. The ramp would have a gradient of 1:15 and consist of two level platforms with the upper landing measuring 1.8m by 1.8m. The ramp would include the installation of handrails throughout, painted black.

Alterations to the site frontage include installation of a new driveway and dropped kerb and paving to entire front garden with Aco style drains incorporated, to create off street parking. 4m of box hedging will be replanted along the site frontage.

Consultations & Notification Responses

Local responses

Local residents were consulted and no responses were received.

Consultee responses

The Coal Authority – No response received.

Highways - Highways have reviewed the updated plan of the proposed driveway to the RHS. The updated proposed driveway plan is acceptable in principle. The new access will need to be built in accordance with MCC construction standards under a Section 184 vehicle crossing licence/agreement which will need discussion and agreement with MCC's Highways Applications and Network Resilience teams.

Relevant Planning History

None

History of negotiations

The planning officer stated that the proposal was acceptable from a planning perspective, notwithstanding this, highways raised objection with the initial proposal. Concerns regarded vehicles egressing/accessing the proposed driveway to the left hand side, given the proximity of the proposed driveway works in relation to the existing BT telecommunications pole to the front of the site.

The agent submitted revised plans (15/4/24) showing the driveway relocated to the southeastern (right-hand) side of the site and replacement box hedging. This revised proposal was reconsulted and considered acceptable in principle by MCC highways and the application was determined accordingly.

Local Planning Policies

Places for Everyone (2022-2039) – Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

Manchester Core Strategy Development Plan Document (2012-2027) - The Core Strategy was adopted on the 11 July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan. Parts of the policies have been superseded by the Places for Everyone Plan.

The Unitary Development Plan (UDP) for the City of Manchester (1995) - The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant **Core Strategy** policies for this application are as follows:

SP1 – Spatial Principles
DM1 – Development Management
EN1 – Design Principles and Strategic Character Areas

The relevant saved **UDP** policies for this application are:

DC 1.1 - 1.6 – Residential Extensions

The relevant supplementary planning guidance documents for this application are:

- The Guide to Development in Manchester SPD

A relevant material consideration is also:

- Manchester Residential Quality Guidance March 2017 (Manchester's Emerging Space Standards)

National Planning Policy Framework

The NPPF sets out broad national policies on themes such as housing, historic environment, town centres, design, climate change and the Green Belt. Central to the broad policy direction contained within the NPPF is the notion of sustainable development; development which effectively balances economic, social and environmental factors. The Local Planning Authority consider the following sections relevant to this proposal.

- Section 4 – Decision-making
- Section 8 – Promoting healthy and safe communities
- Section 12 – Achieving well-designed places

Issues

Principle of development:

The proposal is for the installation of access ramp to front and works to driveway. 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, including disabled access needs. 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 dwelling house, it is not considered that the proposed extension would give rise to any significant additional waste or car parking pressures.

Impact on visual amenity and the street scene:

The proposed ramp would run along the primary elevation of the property and then run down the southeastern boundary of the front amenity space. It would consist of two level platforms of

concrete paving flags, measuring 200mm in total height. The ramp would provide level and stepped access into the dwelling from the new area of hardstanding proposed to the front. The ramp would have a gradient of 1:15, this would adhere to Document M of the Building Regulations and would therefore be acceptable in size and form. The elements are considered acceptable to allow the proposal to work effectively and is therefore considered acceptable in size and form, pursuant to Policy DC1.5 of the UDP.

The ramp would involve the installation of handrails throughout, painted black, as specified in the application form. The material and colouration of the associated handrails would be conditioned to be of a colouration which would not be out of keeping with the existing structures in surrounding residential properties.

Replacement hedging is proposed along the site frontage, this is considered a positive contribution to limit impact upon the existing street scene.

In short, the proposal is appropriate in design and would ensure an appropriate addition to 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.

Impact on residential amenity:

The proposal would allow the disabled applicant to have level access in and out of their property from their vehicle.

The ramp would run along the primary elevation of the property. Whilst the proposed structure would be visible from the neighbour's front amenity spaces due to the low boundary treatment separating the properties, given the open nature of the proposal, it would not be considered to give rise to adverse harm.

Any harm to the adjoining terraced properties No.s 16 and 20 Munn Road and the surrounding neighbours would be limited given the proposal would be open in nature and would be in keeping with similar structures in the area and would benefit the disabled resident. Any architectural clutter caused as a result of the proposal to the streetscene and surrounding neighbours would be outweighed by the need to provide level access to the applicant, pursuant with Policy DC1.5 of the UDP.

Highways:

Highway Services were consulted on the application and raised concerns with the initial proposal, given proximity of works adjacent to an existing BT Telecommunication Pole. The agent submitted a revised proposal, relocating the driveway and dropped kerb to the southeastern (right-hand) side of the site, allowing a 1m separation distance from the pole. Highways were reconsulted and stated the revised proposal was acceptable in principle. An advisory note on dropped kerb licensing is provided.

Other matters:

The site plan shows where bins would be stored as a result of the proposal. As existing, the bins are stored within the front amenity space. The proposal is considered acceptable as they would still be retained within the private amenity space.

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.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance, no negotiations were necessary but appropriate conditions have been attached to the end of this report. The scheme is considered to be in accordance with the guidance contained within saved policy DC1, DC18 of the Manchester Unitary Development Plan and to policies SP1, EN3 and DM1 of the Core Strategy.

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 drawings

The development hereby approved shall be carried out in accordance with the documents labelled:

- 'Proposed ground floor plan', stamped as received by the City Council as Local Planning Authority on the 15/4/2024.
- 'Proposed elevations, stamped as received by the City Council as Local Planning Authority on the 17/4/2024.

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

3. Proposed materials

The materials to be used on the external surfaces of the access ramp 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 policy DM1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
The Coal Authority

20 Munn Road, Manchester, M9 0NH
2 Torksey Walk, Manchester, M9 0NN
3 Alcester Walk, Manchester, M9 0WF
16 Munn Road, Manchester, M9 0NH

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
Area Team Boundary - Name: NORTH AREA