

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138600/FH/2023
Date registered valid: 20 November 2023
Proposal: Installation of access ramp to front.
Address: 36 Marcer Road, Manchester, M40 7HW
Ward(s): Miles Platting & Newton Heath Ward

Applicant: Ms Tracy Walton
Agent (if any): Miss Keeley Smith Manchester City Council
Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 15 January 2024

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 29 November 2023

Standard consultations:

Printed: 5 December 2023 Expired: 26 December 2023

Neighbour notifications

Printed: 21 November 2023 Expired: 12 December 2023

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: No

Tree Preservation Order: No

Description of area

The application site relates to 36 Marcer Road within the north Manchester ward of Miles Platting and Newton Heath. The application site relates to a terraced, two storey dwellinghouse with red brick on the ground floor and pebble dashed render on the first floor. The property benefits from a small store to the front of the property with a canopy above. Amenity space to the front of the property is characterised by an off street driveway bounded by low timber fences and metal gates. Further amenity space is sited to the rear of the proposal.

Description of development

The application seeks planning permission for the installation of access ramp to front.

The ramp would run along the primary elevation of the property and then run down the western boundary of the front amenity space. The ramp would consist of two level platforms with the lower landing measuring 1500x15500mm, of concrete paving flags measuring 50 x600 x600mm. The ramp would have a gradient of 1:15 and would include the installation of handrails throughout, in RAL 9005 black.

The front amenity space would be paved; however, this element of works is not included within the application and would be considered permitted development.

Planning History

No planning history exists for this site.

Consultations & Notification Responses

Local Residents

Local residents were consulted and no responses were received.

Highway Services

Highway Services were consulted on the application and provided the following response: The proposed access ramp to the front of the property extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

This proposed ramp will impact the existing driveway access restricting vehicle parking.

It should be ensured that all aspects of the ramp including the gradient, resting/ landing platform and handrailing is DDA compliant, as referenced within Design for Access 2 documents. The document states that "Landings should be at least the width of the ramp and a minimum of 1800mm x 1800mm, clear of any door swing or other obstruction".

Issues

POLICY

The National Planning Policy Framework (December 2023)

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
- b) a social objective and
- c) an environmental objective.

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

- i. Chapter 8. Promoting healthy and safe communities.
- ii. Chapter 12. Achieving well-designed and beautiful places.

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), Policy SP1 (Spatial Principles) and Policy EN1 (Design Principles and Strategic Character Areas).

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.

Of relevance are paragraph 2.7, paragraph 2.14 and paragraph 2.16.

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation to the Plan. The Examination of the Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The following policies are relevant:

- i.JP- S1- Sustainable development
- ii.JP- S2 – Carbon and energy
- iii.JP- S5 – Flood risk and the water environment
- iv.JP- H1 – Scale, distribution and phasing of new housing.

ISSUES

Principle of Development

The submitted development application is for the installation of access ramp to front. 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.

Visual /Residential Amenity

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

The ramp would run along the primary elevation of the property and then run down the western boundary of the front amenity space. As such, the built form would run along the common boundary with no.34 Marcer Road. Although the structure would be visible from the neighbour's front amenity space due to the low boundary treatment separating the two properties, given the open nature of the proposal, it would not be considered to give rise to adverse harm.

Harm to no.38 Marcer 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.

Design and Appearance

The ramp would run along the primary elevation of the property and then run down the western boundary of the front amenity space. The ramp would consist of two level platforms with the lower landing measuring 1500x15500mm, of concrete paving flags measuring 50 x 600 x600mm. 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 materials to be used would be conditioned accordingly within any approval granted.

The ramp would have a gradient of 1:15. The gradient would adhere to Document M of the Building Regulations and would therefore be acceptable in size and form.

The ramp would involve the installation of handrails throughout, in RAL 9005 black. 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. This element of works would be conditioned accordingly within any approval granted.

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.

Car Parking

An off street car parking space would be lost as a result of the proposal. Although the front amenity space would be paved, the space left would not allow a car to be parked off street. Highway Services were consulted on the application for this reason; however, they did not raise an objection to the loss of the car parking space. As such, the proposal is considered acceptable and space would exist for a car to be parked on street.

Refuse Storage

The site plan show 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.

Conclusion

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

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

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 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 Form, stamped as received by the City Council as Local Planning Authority on 20 November 2023.

-Drawing- Proposed- Elevations, stamped as received by the City Council as Local Planning Authority on 20 November 2023.
-Drawing- Existing & Proposed- Front Garden Plan, stamped as received by the City Council as Local Planning Authority on 20 November 2023.
-Drawing- Site Plan- Proposed Site Plan, stamped as received by the City Council as Local Planning Authority on 1 December 2023.

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 throughout the proposal hereby permitted shall be implemented in accordance with the approved details as set out in the Application Form and 'Drawing- Site Plan- Proposed Site Plan' 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 made of galvanised powder coated steel and shall be painted black.

Reason - To ensure that the colour and appearance of the proposed handrails, access ramp and step lift 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.

Appendix 1 – List of consultees & neighbours notified

Highway Services

38 Marcer Road, Manchester, M40 7HW
32 Marcer Road, Manchester, M40 7HW
28 Bollington Road, Manchester, M40 7HE
34 Marcer Road, Manchester, M40 7HW
30 Bollington Road, Manchester, M40 7HE
26 Bollington Road, Manchester, M40 7HE
8 Croom Walk, Manchester, M40 7HQ
7 Croom Walk, Manchester, M40 7HQ

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
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA