

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137754/VO/2023

Date registered valid: 14 August 2023

Proposal: City Council Development for the installation of replacement doors and windows; installation of three access ramps (two additional, one replacement) with associated elevational alterations; erection of 2.4-metre-high fencing and re-organisation of car park to provide an additional nine parking spaces, following demolition of the existing triple garage.

Address: 31 Burton Road, Manchester, M20 3GB

Ward(s): Old Moat Ward

Applicant: Mr Philip Schofield, Manchester City Council

Agent (if any): Mr Philip Schofield, Manchester City Council

Case officer: Holly Wright
Tel: 0161 219 6381
Email: holly.wright@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 05 October 2023

Application details

Type of application: Regulation 3 Consent

Development type: Minor Other

Date of site visit: 07 September 2023

Standard consultations: Printed: 18 August 2023 Expired: 8 September 2023

Neighbour notifications: Printed: 18 August 2023 Expired: 8 September 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/area

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The application site relates to Acorn House, a Family Time centre, housed in No.31 Burton Road in the Old Moat ward of Manchester. The site itself consists of a two-storey detached building which is set out in a 'T-shape' configuration and built of brown brick with a clay rosemary tile Mansard Roof. The building is set within its own grounds, surrounded by soft landscaping and mature trees, with some hardstanding present to its south and west, which provides car parking facilities for its staff and users. The surrounding area is primarily residential in terms of its character, consisting of terraced and semi-detached residential properties, and sits in relatively close proximity to Withington's town centre.



Figure 1. Principal elevation.



Figure 2. Southwest side elevation.



Figure 3. Rear elevation.



Figure 4. Northeast side elevation.



Figure 5. Car parking facilities and access route.



Figure 6. Garage (to be demolished).



Figure 7. Car parking facilities.

Description of development

City Council Development for the installation of replacement doors and windows; installation of three access ramps (two additional, one replacement) with associated elevational alterations; erection of 2.4-metre-high fencing and re-organisation of car park to provide an additional nine parking spaces, following demolition of the existing triple garage.

Planning History

063244/VO/SOUTH1/01 - CITY COUNCIL DEVELOPMENT

Erection of 1.2m and 1.8m high boundary fencing with double gates to car park and pedestrian gates to main entrance – **APPROVED** (22.08.2002).

Consultations & Notification Responses

Local residents, as per appendix 1 – no comments or objections received.

Highways made the following comments in response to the application:

- "SITE ACCESS
- Vehicular access to the car parking area is proposed to be taken from the existing site access, this is acceptable to highways.
- The primary pedestrian entrance from Burton Road is to remain unchanged.

- CAR PARKING LAYOUT
- The proposals will increase the car parking provision from 7 spaces to 16 spaces inclusive of an accessible bay for people with disabilities. The proposed car parking provision is acceptable to highways.

- CYCLE PARKING
- Clarification is sought for the proposed cycle parking arrangements.

- SERVICING
- It is understood that refuse will be stored in an external store and transferred to the on-street collection point. This arrangement is acceptable to highways."

This feedback was relayed to the agent who submitted additional information relating to cycle parking provisions. Highways confirmed the acceptability of the additional information submitted.

Cadent Gas made no objection to the proposal, requesting that an informative note be attached to the decision notice.

Policies

The Manchester Core Strategy Development Plan Document (2012-2027)

The 'Core Strategy was adopted by the City Council on the 11th July 2012.

- Policy DM1 - Development management
- Policy SP1 - Spatial principles
- Policy EN4 - Reducing CO2 emissions by enabling low and zero carbon development
- Policy EN19 - Waste

The National Planning Policy Framework (NPPF, 2021)

- Chapter 2 - Achieving sustainable development
- Chapter 8 - Promoting healthy and safe communities
- Chapter 12 - Achieving well-designed places

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)

- Chapter 3 - Accessibility: Design for Access 2
- Chapter 4 - Environmental standards

Design for Access 2 – December 2003

- Chapter 6 - Ramps
- Chapter 9 - Handrails (Ramps, Stairs and Steps)

For reasons to be outlined below, it is considered that the proposal accords with the principles of these policy documents.

Issues

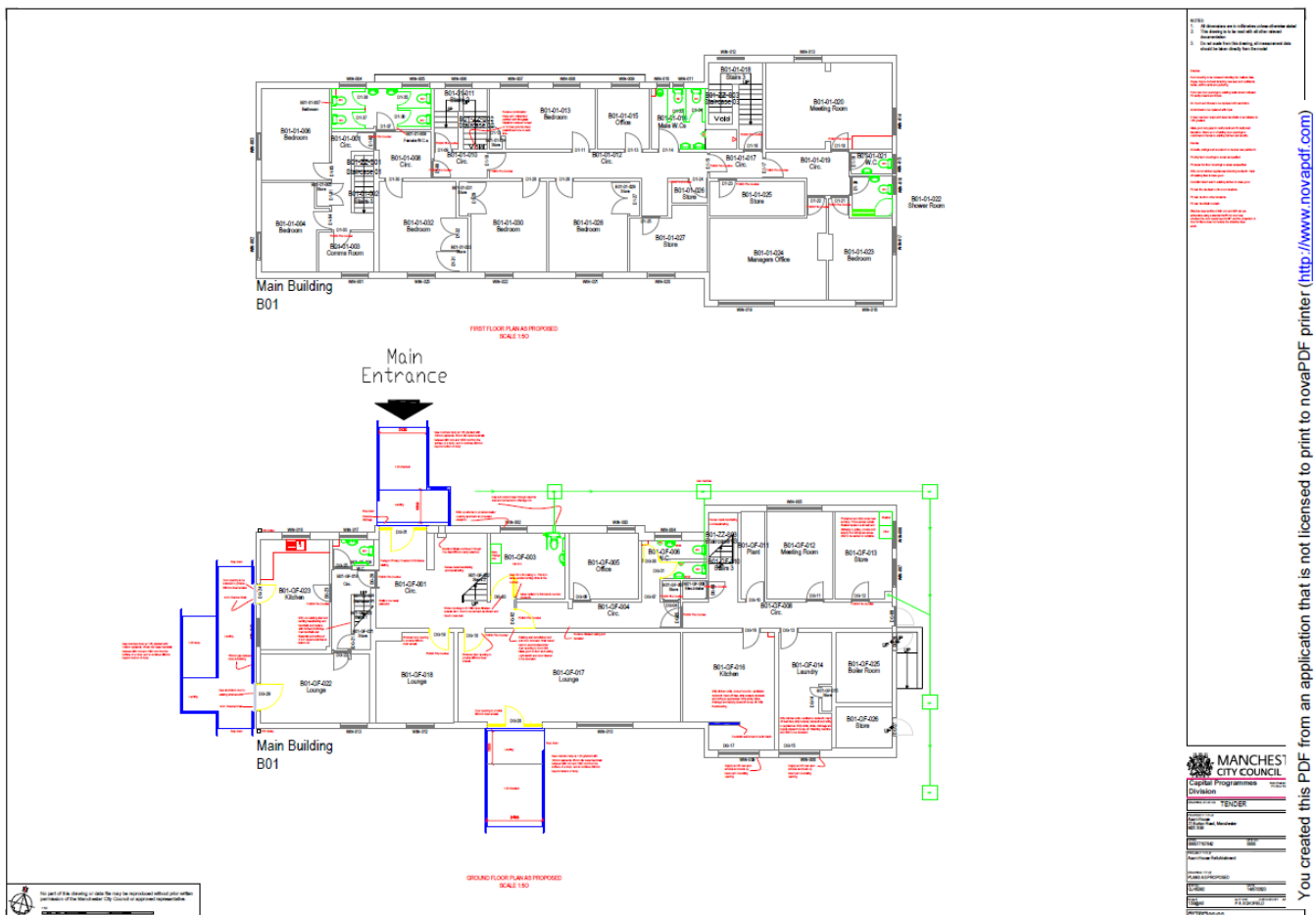
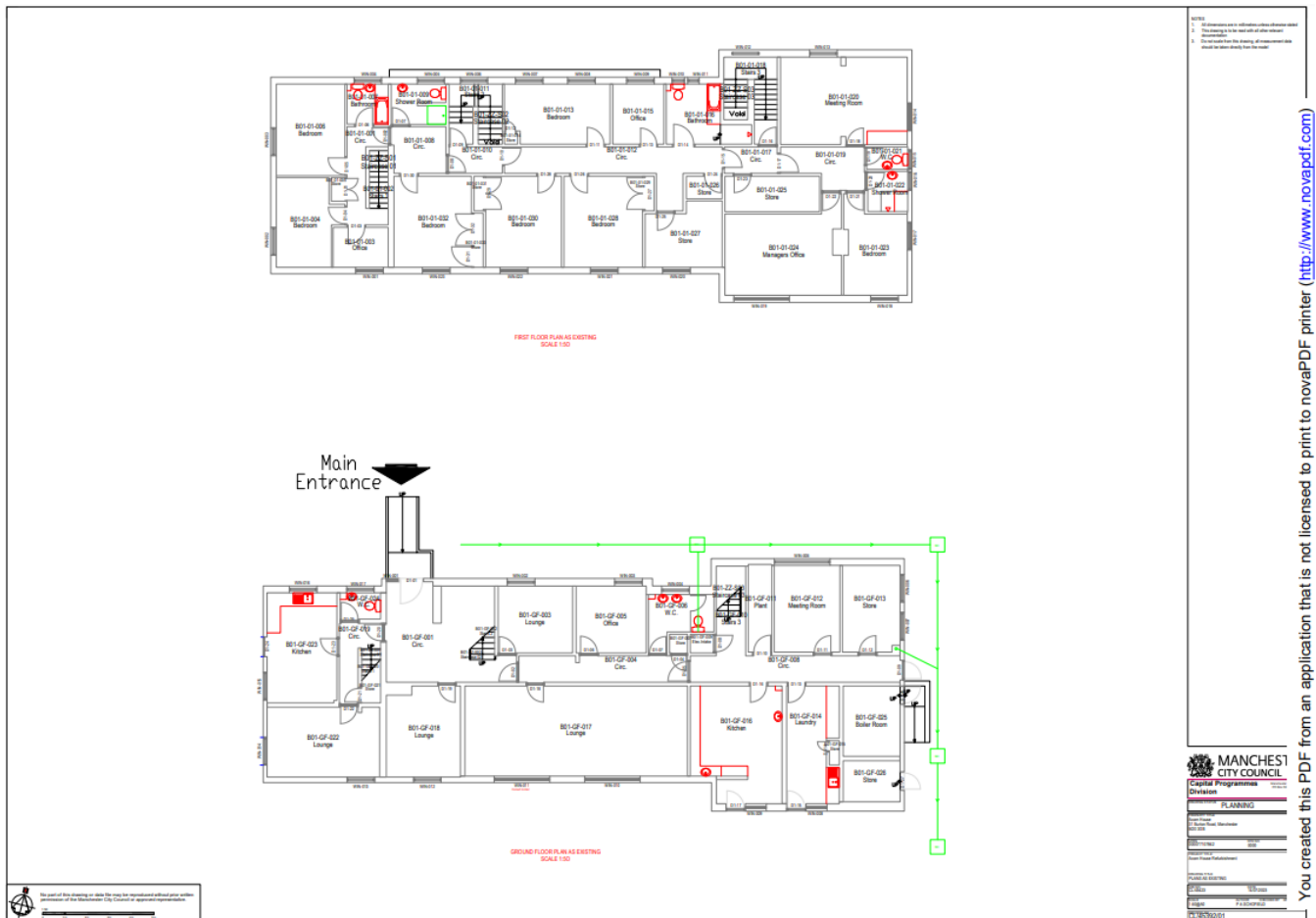
Principle – the principle of the proposal, to install replacement doors and windows, new access ramps, new security fencing as well as reconfiguring the layout of the existing car park, so as to improve the site's energy efficiency, accessibility, and security is acceptable given that this would provide a more comfortable and satisfactory experience for members of the public utilising the facility, whilst also being in line with Council policy.



Figure 8. Submitted existing elevations.



Figure 9. Submitted proposed elevations.



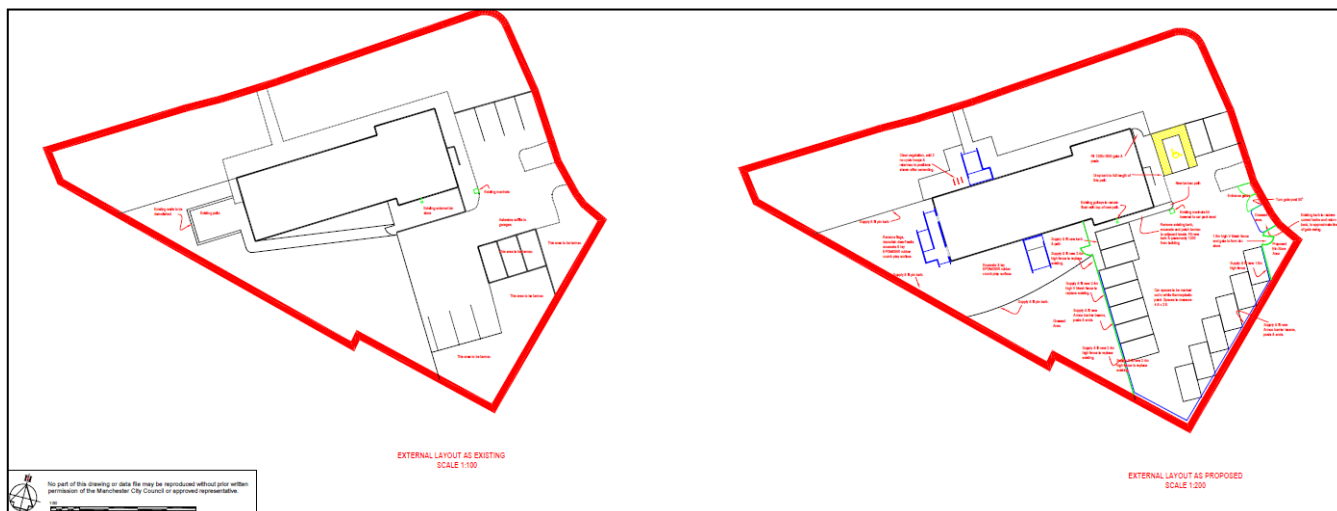


Figure 12. Submitted existing and proposed layout plan.

Elevational alterations – the proposal includes the replacement of the building’s existing single glazed, white-painted timber windows with grey aluminium-framed counterparts and the replacement of its existing, blue-painted timber doors also with grey aluminium-framed counterparts.

Along the building’s principal elevation, adjacent to its main entrance, one ground floor window is to be bricked up to create a smaller opening for a new bathroom window to be fitted. A new aluminium door is proposed to be installed along the building’s southwest side elevation, replacing an existing ground floor window. The building’s rear elevation will feature a new door, located centrally, replacing an existing ground floor window as well as two new windows which will replace the two existing doors at the building’s southeastern corner.

These alterations are considered acceptable given their minimal impact upon visual and residential amenity, thus acting in accordance with policies SP1 and DM1 of the Core Strategy. Replacing the existing single-glazed windows with modern counterparts would also improve the building’s thermal qualities, energy efficiency and carbon footprint, in accordance with policy EN4 of the Core Strategy, chapter 2 of the NPPF, and chapter 4 of the Guide to Development in Manchester. The creation of new access and egress routes along the property’s elevations would also act cohesively with the new internal layout of the building, improving its accessibility.

Access ramps – the proposal also includes the installation of three new access ramps, including the replacement of the existing ramp to the main entrance of the building.

The replacement ramp to the main entrance would facilitate pedestrian access from Burton Road and would project north-westwards from the building’s principal elevation. A level landing measuring to 1.5m by 3.23m by 0.237m would be situated immediately outside of the main entrance, featuring a step to its southwestern edge. This would connect with a sloped ramp measuring to 2.794m by 2.13m (with a gradient of 1:20) which would lead onto the existing tarmac path.

One new ramp would be installed along the building’s southwest side elevation, accommodating two access / egress points. A T-shaped level landing measuring to 3.272 by 7.277m by 0.215m would be situated immediately outside of the doorways, with a step featured at either end of the platform (at its northwest and southeast edges). This would connect with a sloped ramp, running northwest, measuring to 2.794m by 1.6m (with a gradient of 1:20), which would lead into a private outdoor amenity space.

The final ramp would be sited along the building's rear elevation, projecting southeast, facilitating access to and from the car park. A level landing measuring to 1.5m by 2.696m by 0.237m would be sited immediately outside of the doorway, with steps featured to its northeastern edge. This would connect with a sloped ramp measuring to 2.794m by 2.696m (with a gradient of 1:20).

All ramps are to be self-coloured concrete fabrications complete with black-painted metal handrails, measuring to 45mm in diameter. Each ramp would be bordered by 0.1m high concrete upstands with 0.9m - 1m high handrails, which would project 0.3m beyond the bottom of the ramp.

This aspect of the proposal is considered acceptable due to its minimal impact upon the visual and residential amenity of the area, thus according with policies of SP1 and DM1 of the Core Strategy. The ramps and their associated handrails are relatively standard in terms of their scale and design for these types of developments and would be set a considerable distance away from the public highway and main pedestrian thoroughfare. As such, they should not form prominent visual features within the street scene or result in significant visual harm. Sited within the confines of the application site, away from nearby residential properties, the ramps should also not cause issues associated with loss of light or privacy as they would not behave as vantage points from which overlooking would be possible, nor would they result in 'excessively large or bulky' additions to the building.

Moreover, it should also be noted that any harm caused as a result of the proposed works would arguably be outweighed by the public benefits that would be experienced including improved accessibility of the facility for disabled users, which acts in accordance with principles set out in chapter 8 of the NPPF, chapter 3 of the Guide to Development in Manchester, as well as the Design for Access 2.

Fencing – the proposed fencing would be sited to the rear of the building, separating its car parking facilities from its private outdoor amenity space. It would measure to 24.594m in length and 2.4m in height and would consist of high V mesh fencing in Green RAL 6005, to match the existing.

Sited at the rear of the building, the fencing would not be visible within the street scene or public realm and, as such, should avoid causing any substantial visual harm. Moreover, as the fencing would be permeable due to it being a mesh construction, it should also not cause issues associated with overshadowing, loss of light, or loss of outlook. The plot's existing high boundary treatment should also largely obscure this aspect of the proposal from view. The proposed fencing is therefore understood as having a minimal impact upon the visual and residential amenity of the area with any harm caused being outweighed by the public benefits that would be incurred, including improved on-site security, pursuant to policies SP1 and DM1 of the Core Strategy.

Parking – the site's existing detached garage is to be demolished to allow for the re-configuration of the existing car park layout, resulting in the creation of an additional nine spaces, including one accessible bay.

This alteration is considered acceptable as it would significantly improve the current on-site parking provisions, to the benefit of staff as well as users of the facilities. Additionally, Highways made no objection to the proposal.

Cycling – the proposal also includes the installation of 3no. Sheffield cycle stands to the front of the building.

Highways indicated that these should be secure and weatherproofed, however as the cycle stands already represent a considerable enhancement to the site, which at present does not feature any cycle parking provisions, this condition was deemed unnecessary.

Waste management – the existing external bin store would be relocated to the plot's northeast boundary adjacent to the newly configured car park.

This is considered acceptable given that the existing waste management arrangements would be largely unaffected by these works, thus according with policy EN19 of the Core Strategy.

Conclusion – given the above issues, it considered that the proposal is acceptable in terms of its principle, appearance, and impact upon existing levels of visual and residential amenity, as well as parking and waste management as it broadly complies with policies DM1, SP1, EN4, and EN19 of the Core Strategy, chapters 2, 8, and 12 of the NPPF, chapters 3 and 4 of the Guide to Development in Manchester, and the Design for Access 2.

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Minor issues have arisen during the consideration of this application and the officer negotiated with the agent to reach a satisfactory resolution.

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 permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Act Planning Act 1990.

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

-‘Application for Planning Permission’, stamped as received by the City Council as Local Planning Authority on the 2nd August 2023.

-‘DESIGN & ACCESS STATEMENT’, stamped as received by the City Council as Local Planning Authority on the 2nd August 2023.

- ‘Site Waste Management Plan’, stamped as received by the City Council as Local Planning Authority on the 2nd August 2023.
- ‘PLANS AS PROPOSED’, numbered ‘CL/45392/02’, stamped as received by the City Council as Local Planning Authority on the 2nd August 2023.
- ‘Elevations as Proposed’, numbered ‘CL/45392/04’, stamped as received by the City Council as Local Planning Authority on the 2nd August 2023.
- ‘Location & External Layout Existing & Proposed Plan’, numbered ‘CL/45392/05’, stamped as received by the City Council as Local Planning Authority on the 4th September 2023.

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) The materials to be used on the external surfaces of the works hereby permitted shall be as stated within the submitted application form.

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 extension, pursuant to saved policies DC1.1, DC1.2 and DC1.4 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Manchester Core Strategy.

Informatives

1) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Appendix 1 – List of consultees & neighbours notified

Highway Services

7 Barnett Avenue, Manchester, M20 3FA
40 Burton Road, Manchester, M20 3EB
38 Burton Road, Manchester, M20 3EB
2D Barnett Avenue, Manchester, M20 3FA
2C Barnett Avenue, Manchester, M20 3FA
36B Burton Road, Manchester, M20 3EB
7 Burton Avenue, Manchester, M20 3EL
50A Burton Road, Manchester, M20 3EB
42 Burton Road, Manchester, M20 3EB
36A Burton Road, Manchester, M20 3EB
8 Burton Avenue, Manchester, M20 3EL
33 Burton Road, Manchester, M20 3GB
9 Barnett Avenue, Manchester, M20 3FA
11 Barnett Avenue, Manchester, M20 3FA
50 Burton Road, Manchester, M20 3EB
44 Burton Road, Manchester, M20 3EB

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 Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA