

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136451/FH/2023

Date registered valid: 3 April 2023

Proposal: Installation of a step lift to the front of the property and provision of driveway

Address: 85 Albert Road, Manchester, M19 2FU

Ward(s): Burnage Ward

Applicant: Mr Abraham Hope

Agent (if any): Mr Brian Taylor, Manchester Services for Independent Living - MSIL

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

Recommendation: Approve

Date of recommendation: 25 May 2023

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 27 April 2023

Standard consultations:

Printed: 25 April 2023 Expired: 16 May 2023

Neighbour notifications

Printed: 25 April 2023 Expired: 16 May 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 85 Albert Road within the south Manchester ward of Burnage. The application site relates to a mid-terraced, two storey dwellinghouse painted cream. Amenity space to the front of the property relates to a path leading to the main entrance of the property, with steep steps leading up to the front door, and some areas of hardstanding. Amenity space to the rear of the property consists of a rear courtyard and the property benefits from an existing outrigger.

Description of development

The submitted application seeks planning permission for installation of a step lift to the front of the property and provision of driveway.

The step lift would provide level access to the applicant and would be a Pollock 2 metre step lift-800x 1400. A large upper plinth would be formed around the bay window and would have a solid 200mm deep concrete top and the lifting face wall would be brick. The existing blockwork pathway and garden area would be excavated for the lift to sit on and new steps would be formed. A solid base would be created for the lift to sit on. New steps would be created to the upper level plinth for ambulant access and would be a minimum of 800mm wide. Galvanised

steel handrails would be painted black to the sides of the steps and all exposed sides of the upper level plinth.

The provision of the driveway would involve excavating the garden area, and a graded concrete pathway would be created, which is to be ramped no less than 1:12 gradient and would meet the level area leading to the public footpath. Gates are shown within the plans but do not form part of the current application, as they are under 1 metre in height so do not require consent.

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

The application form suggests that one off-street car parking space will be provided at 85 Albert Road.

Whilst the principle of in-curtilage parking is acceptable, the applicant should verify that the length of the driveway is sufficient so that the vehicle does not overhang on the footway. A driveway space should provide a minimum of 3.0m x 6.0m in line with MCCs standard minimum dimensions.

The adopted highway at the front of the property would require a dropped kerb for access to a driveway. Should the planning application be approved, the applicant will be required to enter into a Section 184 agreement. This will need discussion and agreement with the council's Highways Maintenance Team via Contact Manchester (Tel. 0161 234 5004), further information can be found on the MCC internet pages:
https://secure.manchester.gov.uk/info/474/parking_at_your_home/8170/apply_for_a_dropped_kerb

The applicant is advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway. Any boundary should be visually permeable from 600mm upwards at the point of vehicle egress/access, this is to ensure that child pedestrians are visible when accessing / egressing the site.

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 applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email -highwaylicences@manchester.gov.uk

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 a step lift to the front of the property and provision of driveway. This is considered acceptable in principle as many people prefer to alter 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 dwellinghouse it is not considered that the proposed extension would give rise to any significant additional waste or car parking pressures.

Visual /Residential Amenity

Step lift to front of property:

The step lift would be sited against the shared boundary with no.87 Albert Road. However, as the structure is open in nature and would not impact the enjoyment of the neighbouring property's front amenity space, it would not cause any adverse impact. Similarly, the proposal would be sited 3.7 metres from the shared boundary with no.83 Albert Road and would cause limited harm. Although the proposal would be visible from the streetscene, any harm is thought to be overcome by the need to provide level access to the resident, pursuant to Policy DC1.5 of the UDP. The steps to be erected to the east of the proposal are considered appropriate to allow ambulant visitors to access the front door.

Provision of driveway:

The provision of the driveway ensures the resident can park their car close to the entrance of the property, creating easier access than is currently the case. No adverse visual/ residential amenity implications would occur as a result of the proposal.

Overall, it is not considered that the proposal would have an adverse impact upon residential or visual amenity. There is no noted loss of biodiversity over and above what could occur without control.

Design and Appearance

Step lift to front of property:

The step lift would be a Pollock Independence 2 metre step lift and the agent as part of the submission provided further details of the step lift. These materials are considered appropriate for the proposal and a materials condition has been attached to ensure the materials are adhered to, and the specification of the ramp is matched on site.

Handrails are shown to offer support to the newly formed steps. These are listed as being galvanised steel handrails and would be painted black. A materials condition to this effect would be attached to any approval granted. The colouration of the handrails (black) are considered appropriate and would be conditioned to ensure the 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.

Given the current steep steps to enter the property, the installation of a ramp would be considered inappropriate and would have to cover a large amount of the front amenity space to be able to provide the level access required. As such, the use of a step lift is considered an appropriate form of providing level access. As such, the step lift is considered appropriate in its size, setting and form, pursuant to Policy DC1.2 of the UDP. The proposal is considered appropriate for its setting and follows the advice of DDA2 at the same time as 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.

Provision of driveway:

The provision of a driveway would include the creation of a graded concrete pathway, which is to be ramped no less than 1:12 gradient and would meet the level area leading to the public footpath. The materials are considered acceptable and would be conditioned accordingly.

Highways were consulted on the proposal and requested the applicant should verify the length of the driveway is sufficient so that the vehicle does not overhang on the footway. Highways Services state a driveway space should provide a minimum of 3.0m x 6.0m in line with MCCs standard minimum dimensions. As such, plans were altered to provide a large car parking space. Highways considered the revised plans and via email on 10 May 2023, Highways confirmed they were happy with the car parking arrangement shown. Highways provided other information for the applicant and this information would be included as informatives on any approval granted.

Bin Storage

Bin storage would be unaffected by the proposal.

Car Parking

As confirmed by Highways, the proposed off street parking arrangements are considered acceptable.

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, whilst benefitting the needs of the disabled resident.

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 further information has been requested in relation to the scheme.

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:

- Householder Application for Planning Permission, stamped as received by the City Council as Local Planning Authority on 3 April 2023.
- Drawing- Location Plan, stamped as received by the City Council as Local Planning Authority on 3 April 2023.
- Drawing- Proposed- Elevations- Rev 1, stamped as received by the City Council as Local Planning Authority on 9 May 2023.
- Drawing- Proposed- GF Layout- Rev1, stamped as received by the City Council as Local Planning Authority on 9 May 2023.
- Supporting Information- Quotation, stamped as received by the City Council as Local Planning Authority on 23 May 2023.
- Supporting Information- Specification, stamped as received by the City Council as Local Planning Authority on 23 May 2023.
- Supporting Information- Technical Details 1, stamped as received by the City Council as Local Planning Authority on 23 May 2023.
- Supporting Information- Technical Details 2, stamped as received by the City Council as Local Planning Authority on 23 May 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, Supporting Information- Quotation, Supporting Information- Specification, Supporting Information- Technical Details 1, Supporting Information- Technical Details 2, 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 powder coated galvanised steel and shall be painted black.

Reason - To ensure that the colour and appearance of the proposed handrails and 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.

Informatives

1) The adopted highway at the front of the property would require a dropped kerb for access to a driveway. The applicant will be required to enter into a Section 184 agreement. This will need discussion and agreement with the council's Highways Maintenance Team via Contact Manchester (Tel. 0161 234 5004), further information can be found on the MCC internet pages: https://secure.manchester.gov.uk/info/474/parking_at_your_home/8170/apply_for_a_dropped_kerb

2) The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email -highwaylicences@manchester.gov.uk

Appendix 1 – List of consultees & neighbours notified

Highway Services

Flat 6, 72 Albert Road, Manchester, M19 2AD
Flat 3, 72 Albert Road, Manchester, M19 2AD
87 Albert Road, Manchester, M19 2FU
81 Albert Road, Manchester, M19 2FU
Flat 1, 72 Albert Road, Manchester, M19 2AD
Ground Floor Flat, 74 Albert Road, Manchester, M19 2AD
Flat 7, 72 Albert Road, Manchester, M19 2AD
Flat 5, 72 Albert Road, Manchester, M19 2AD
Flat 4, 72 Albert Road, Manchester, M19 2AD
Flat 2, 72 Albert Road, Manchester, M19 2AD
83 Albert Road, Manchester, M19 2FU

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
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA