

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135233/FH/2022
Date registered valid: 19 October 2022
Proposal: Access ramp to the rear of the property
Address: 7 Linby Street, Manchester, M15 5AN
Ward(s): Hulme Ward

Applicant: Mrs Paula Landregan, One Manchester Quattro House, Redgate Lane, Manchester, M12 4RZ
Agent (if any): Mrs Paula Mackinnon, Mack 4 Ltd, 52 Cornwall Street, Manchester, M11 2PS
Case officer: Holly Wright
Tel: 0161 219 6381
Email: holly.wright@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 12 December 2022

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 8 November 2022

Standard consultations: No consultations have been printed and sent.

Neighbour notifications Printed: 3 November 2022 Expired: 24 November 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: Not applicable

Tree Preservation Order: Not applicable

The application relates to a two-storey mid-terraced dwellinghouse of redbrick with a cream-coloured rendered upper half and grey concrete roof tiles. The property features white uPVC windows, a porch canopy, pitched roof and a front and rear garden.

Description of area

Linby Street is a residential street situated within the Hulme ward of Manchester, close to the Mancunian Way (A57(M), Castlefield Campus School and Hulme Park. The immediate vicinity predominantly consists of terraced residential properties, though blocks of flats and apartments are also present with office buildings being located slightly further afield.

Description of development

The applicant is seeking permission for the installation of an access ramp with associated handrails at the rear of the property.

Consultations & Notification Responses

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

Policies

The following policies are considered relevant in the consideration of this application.

The National Planning Policy Framework (NPPF, 2021)

- Chapter 8 – Promoting Healthy and Safe Communities
- Chapter 12 – Achieving Well-Designed Places

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:

- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN19 – Waste

Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:

- Policy DC1 – Residential Extensions

Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance, adopted April 2007

- Chapter 3 – Accessibility: Design for Access 2

Design for Access 2 – December 2003

- Chapter 6 – Ramps
- Chapter 9 – Handrails (Ramps, Stairs and Steps)
- Chapter 21 – Dwellings

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 an access ramp to facilitate access from the garden to the rear entrance of the property, is acceptable given that many people prefer to alter and adapt their homes in order to meet changing residential needs, including disabled access. However, consideration must be given to the proposal’s siting, scale and massing, appearance, impact upon existing levels of residential and visual amenity as well as waste management and parking.

Siting, scale and massing – The access ramp with its associated handrail and flagged walkway would be sited at the rear of the property, connecting the rear door to the garden’s gated rear access to enable a disabled resident to access their home more easily and comfortably. A level landing measuring 1.2m by 1.2m by 0.13m would be situated immediately outside of the rear door. This would connect with a sloped ramp measuring 1.8m by 1.2m (with a gradient of 1:13) which would lead onto the remainder of the flagged walkway measuring 4.8m by 1.2m. As such, the proposal would be a total of 7.8m in length and 1.2m in width with a maximum handrail height of 1m. The siting, scale and massing of the proposal is therefore considered acceptable as it is not deemed as being ‘excessively large or bulky’, therefore according with policy DM1 of the Core Strategy and policy DC1 of the UDP.

Appearance and visual amenity – The proposal would be a simple construction, consisting of a prefabricated black handrail secured to a concrete ramp/base with each concrete paving flag measuring to 0.6m by 0.6m. Given that the proposal is relatively standard in scale and design for disabled access ramps and the fact that it would be sited at the rear of the property, away from public rights of way, it is understood that the proposal would not feature within the street scene, hence the overall character of the area should not be harmed by these works.

The design and appearance of the proposed development therefore accords with Core Strategy policies DM1 and EN1 and is acceptable as its impact upon visual amenity is considered to be minor.

Residential amenity – The proposal is not thought to impact the residential amenity of surrounding residents as it would not overshadow neighbouring gardens or houses, nor would it compromise the privacy of neighbouring occupants as it would not significantly overlook their properties. A ramp can also be relatively easily demolished and removed if the property comes into new ownership, thus these works would be potentially reversible in the future.

The proposed development is therefore acceptable in regard to its minimal effect upon residential amenities as it accords with Core Strategy policies DM1 and SP1 and saved policy DC1 of the UDP.

Waste management – The storage of bins would not be affected by this proposal as adequate space and access to the rear is retained, therefore the bins would be screened from the street scene, which accords with policies EN19 and DM1 of the Core Strategy.

Parking – The current parking arrangements are unaffected by this proposal.

Conclusion – Given the above issues, it is considered that the proposal is acceptable in terms of principle, siting, scale and massing, appearance and visual amenity, residential amenity and waste management and parking as it broadly complies with policy DC1 of the UDP, policies DM1, SP1, EN1 and EN19 of the Core Strategy, chapters 8 and 12 of the NPPF, the Guide to Development in Manchester and the Design for Access 2.

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. No significant problems have arisen during the consideration of this application and the application has been determined in a timely manner, in accordance with the policies with the Development Plan.

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 drawings numbered '175-004', stamped as received by the City Council as Local Planning Authority on the 19th October 2022.

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 development hereby permitted shall match those specified on the submitted application form and drawings numbered '175-004'.

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.

Appendix 1 – List of consultees & neighbours notified

6 Galgate Close, Manchester, M15 5AJ
5 Linby Street, Manchester, M15 5AN
4 Galgate Close, Manchester, M15 5AJ
9 Linby Street, Manchester, M15 5AN

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 - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: SOUTH AREA