

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134342/FH/2022

Date registered valid: 12 July 2022

Proposal: Installation of access ramp to the front of the property

Address: 5 Siam Street, Manchester, M11 3RH

Ward(s): Ancoats & Beswick Ward

Applicant: Mrs Paula Mackinnon Mack 4 Limited on Behalf Of One Manchester Ltd 52 Cornwall Street, Manchester, M11 2PS

Agent (if any): Mrs Paula Mackinnon Mack 4 Ltd 52 Cornwall Street, Manchester, M11 2PS

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

Recommendation: Approve

Date of recommendation: 5 September 2022

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 5 August 2022

Standard consultations:

Printed: 21 July 2022 Expired: 11 August 2022

Neighbour notifications

Printed: 18 July 2022 Expired: 8 August 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: No

Tree Preservation Order: No

Description of area

The application site relates to 5 Siam Street within the Ancoats and Beswick ward of north Manchester. The application property is a two storey, mid-terraced, red brick dwellinghouse with an existing store next to the property's entrance. The property benefits from amenity space to the front of the property in the form of a flagged walkway and a tarmac driveway with hedge borders separating the two immediate adjacent properties. The property benefits from additional amenity space to the rear of the property.

Description of development

The proposed development is for the installation of access ramp to the front of the property. The ramp would run from the front door along the hedge border which is sited against the shared boundary with no. 3 Siam Street. The ramp would have dimensions of Height: 0.9 x Length: 3.5 x Width: 1.2 metres. The proposal would have a gradient of 1:12. The flagged walkway along the front of the property would be retained, as would the flagged walkway that runs along the hedge border after the end of the ramp. The proposal would include the installation of prefabricated handrails. The ramp would be made of 600x600mm concrete flags.

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

Highways were consulted and provided the following comments:

The proposed access ramps to the front of the property extend only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

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 all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

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 access ramp to the front of the property. 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.

Visual /Residential Amenity

The ramp would run from the front door along the hedge border which is sited against no.3 Siam Street. As the two hedge borders are tall in height and separate the applicant's front amenity space from the neighbours, the proposal would not create adverse visual/residential implications for the surrounding neighbours, as the ramp would not be highly visible.

As such, the proposal would be most visible from the streetscene. However, the ramp would not extend to the site's front boundary line and would be sited 2.35 metres from the back of pavement. In addition, as the proposal is open in nature it is not considered that the proposal would be an overbearing feature for those properties opposite and any potential implications in terms of adverse impacts to visual/residential amenity would be outweighed by the need to provide level access to the resident, pursuant to Policy DC1.5 of the UDP.

Design and Appearance

The design of the ramp is considered acceptable given the constraints of the site. The front amenity space is rectangular and as such it would not be possible to have a ramp which runs along the front of the property, as the gradient would be too steep. Although the ramp would extend into the existing tarmac driveway the area of retained hardstanding would enable an off street parking space to be retained. However, this car parking space would measure approximately 2.7 x 5.5 metres, which is below the recommended dimensions of 3 x 6 metres. This issue has not been raised, however by Highways officers, and on street parking is available in the vicinity of the dwellinghouse on Siam Street. In this case, on balance the need to provide level access in and out of the property outweighs the need for a parking space of that dimensions of that currently in situ to be retained pursuant to Policy DC1.5 of the UDP. The design of the ramp is considered appropriate in its size and form, pursuant to Policy DC1 of the UDP.

The ramp would have a gradient of 1:12. Prefabricated handrails would be used throughout and would be black. A materials condition has been attached to ensure the specified materials are adhered to, and that the handrails are to be made of galvanised steel and painted black. This is 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. In addition, the materials to be used for the ramp would be 600x600mm concrete flags and this would be conditioned accordingly.

Car Parking

Car parking arrangements are discussed in the previous section and the resulting space is considered acceptable.

Refuse Storage

At the time of the site visit, bins were stored within the front amenity space, which reflected the bin storage for additional properties along Siam Street. Space would still remain within the flagged walkway located against the front elevation of the property and so would be 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, and the proposal has minimal impacts in terms of residential/visual amenity, while benefitting the needs of the disabled resident.

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:

- Householder Application for Planning Permission for works or extension to a dwelling, stamped as received by the City Council as Local Planning Authority on 12 July 2022.
- Drawing- Existing & Proposed- Plan, stamped as received by the City Council as Local Planning Authority on 12 July 2022.
- Drawing- Location Plan- The Location Plan, stamped as received by the City Council as Local Planning Authority on 12 July 2022.

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 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 prefabricated 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 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 applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services

3 Siam Street, Manchester, M11 3RH
10 Siam Street, Manchester, M11 3RH
4 Siam Street, Manchester, M11 3RH
8 Siam Street, Manchester, M11 3RH
6 Siam Street, Manchester, M11 3RH
2 Siam Street, Manchester, M11 3RH
7 Siam Street, Manchester, M11 3RH
1 Siam Street, Manchester, M11 3RH

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
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Area Team Boundary - Name: NORTH AREA