

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135003/FO/2022

Date registered valid: 21 September 2022

Proposal: Installation of access ramp to front of the property with associated handrails

Address: 7 Whitstable Road, Manchester, M40 0DN

Ward(s): Charlestown Ward

Applicant: Mr Sinisa Nedeljkovic, Northwards Housing Unit, 11, Hendham Vale Industrial Estate, Vale Park Way, Manchester, M8 0AD

Agent (if any):

Case officer: Janine Renshaw-Livesey
Tel: 0161 234 4555
Email: janine.renshaw-livesey@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 9 November 2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 18 Oct 2022

Standard consultations:

No consultations have been printed and sent.

Neighbour notifications

Printed: 29 September 2022

Expired: 20 October 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

The property that is the subject of this application is a residential property at 7 Whitstable in the Road Charlestown area of the City. The property is a single dwelling house which is in a row of the residential accommodation.

The application seeks consent for the installation of access ramp to front of the property with associated handrails

Consultations & Notification Responses

The occupiers of the surrounding properties were consulted and no representations were received.

Issues

Manchester Core Strategy Development Plan Document 2012 -2027 - The Core Strategy was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy 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. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications

in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies are relevant to the proposed development:

Policy SP1 (Spatial Principles) - Sets the spatial parameters which will guide the strategic development of Manchester to 2027. Policy SP1 states, amongst other things, that:

- i. Beyond the regional centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. There will be an emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.
- ii. All development should have regard to the character, issues and strategy for each regeneration area, in this case the Strategic Regeneration Framework for Central Manchester.
- iii. New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport.

Policy SP1 specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of 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 or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EN 1 Design Principles and Strategic Character Areas - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

Policy DM1 (Development Management) - Provides that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- a. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- b. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- c. Community safety and crime prevention;
- d. Design for health, including the impact of noise, disturbance and pollution;
- g. Adequacy of internal accommodation and external amenity space;

Saved Unitary Development Plan (adopted 1995) - The following saved policy from the Saved Unitary Development Plan are also considered to be relevant.

Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on- going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to ensure that each new development is designed having full regard to its context. In this instance, it is considered that the proposed development would broadly accord with this guidance as set out further in the report. Section 8 deals with the incorporation of measures to promote community safety and crime prevention and is particularly relevant.

Planning Issues

It is considered that the main issues associated with this application are access into and out of the building and the design and appearance of the ramp.

Access

The access ramp would comprise of a flagged ramp. There would be a metal balustrade to be installed to the outside edges. The ramp would be accessed directly off the front access gate on back of footpath to the front of the property.

The frontage of the property has a path leading up to the front entrance of the ground floor of the house. There are parking facilities to this property

The access ramp is to facilitate ease of access into the property as it currently has a stepped access. The proposed ramp has a handrail that runs the full length of the ramp. It projects from the front of the property with a gradient ratio of 1:15 The ramp meets the planning standard for accessible ramps and will facilitate access into and out of the building. The ramp projects 1.2 metres from the front elevation of the host building and the off street car provision is still maintained. The improved access for the residents is therefore considered acceptable.

Design and Appearance

It is considered that the ramp structure with handrail would not create visual clutter nor be a prominent feature within the context of the building, and is typical of access ramps within a restricted residential setting. The ramp does not extend beyond the curtilage of the site and would not be highly visible within the street scene. As the frontage is already concrete flags, visually there would not be much difference apart from the handrail. This has to be measured against the benefit of improved access for the resident

It is considered that the proposal would not represent an incongruous and bulky addition to the front elevation of the building, and would have an acceptable relationship to the building and its setting within the immediate area.

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 agent in a positive and proactive manner relating to the scheme 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:

Proposed Plans and Location Plan, stamped as received on the 21 September 2022.

Reason - To ensure that 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 in the construction of the development shall match those as set out within the approved drawings and submitted application forms.

Reason - In the interests of the visual amenity of the area in which the site is located pursuant to policy DM1 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

9 Whitstable Road, Manchester, M40 0DN

5 Whitstable Road, Manchester, M40 0DN

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 High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface

Historic Landfill Site 250m Buffer -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: NORTH AREA