

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133963/FH/2022

Date registered valid: 1 June 2022

Proposal: Installation of step lift to front of property, together with the erection of a single storey rear extension and associated elevational alterations

Address: 44 Esmond Road, Manchester, M8 9LZ

Ward(s): Cheetham Ward

Applicant: Mrs Munsha Ahmed 44 Esmond Road, Manchester, M8 9LZ

Agent (if any): Mr Shaun Stephenson Manchester Equipment and Adaptations Partnership (MCC) Unit 1 Poland Industrial Estate, 29 Poland Street, Manchester, M4 6AZ

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

Recommendation: Approve

Date of recommendation: 26 July 2022

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 27 June 2022

Standard consultations:

Printed: 8 June 2022 Expired: 29 June 2022

Neighbour notifications

Printed: 8 June 2022 Expired: 29 June 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 44 Esmond Road within the Cheetham ward of north Manchester. The application property is a two storey, terraced, red brick house with a large bay window and white fascia detailing within the front elevation. Amenity space to the front of the property consists of a small concrete flagged courtyard to gain stepped access into the property and amenity space to the rear of the property consists of a small courtyard accessible from a gated alley via Birkdale Street.

Description of development

The submitted application seeks planning permission for the installation of step lift to front of property, together with the erection of a single storey rear extension and associated elevational alterations.

The step lift to the front of the property would be a Pollock Classic Independence Step Lift. The step lift would include a 2 step bridge unit with base handrails, aluminium platforms (800x1400mm) with on-board ramp and aluminium checker plate flooring, stainless steel handrails, a colour coded aluminium post for lower call station and silicone acrylic infill panels

for stainless steel handrails. The step lift would have approximate dimensions, at its largest point, of Height: 1.8 x Length: 2.86 x Width: 0.96 metres.

The single storey rear extension would be sited against the existing outrigger to the rear of the property and would have approximate dimensions of Height: 2.2 (to the eaves)/ 3.32 (at the highest point) x Length: 2.8 x Width: 2.77 metres. The extension would be sited 0.3 metres from the shared boundary with neighbour no.46 Esmond Road and 1.3 metres from no.42 Esmond Road. The extension would create a new bathroom for a disabled user and would involve the insertion of a window within the side elevation facing into the rear amenity space.

The elevational alterations associated with the proposal would include the insertion of a new door within the rear elevation of the host property, as well as the removal of the door and the insertion of a top opening partially obscure glazed window within the side elevation of the existing rear outrigger.

Materials to be used throughout the proposal include brick and timber gates, roof tiles, uPVC windows and a stainless steel step lift.

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 on the application and provided the following comments. The proposed development falls only within the site's curtilage and therefore no amendment to the adopted highway is required.

The existing boundary treatments are to be retained and therefore Highways accept no adverse implications in terms of sight lines and visual permeability.

Highways have no objections to the proposed development in principle, subject to the proposed step lift being DDA compliant.

Detail should be sought from the applicant in relation to any proposed construction or fit out arrangements where there is an impact on the highway. 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

Flood Risk Management Team

Flood Risk were consulted and provided the following comments. Based on the provided evidence, we recommend no drainage condition for this application. The drainage of the site can be approved and we suggest the following informative to be included within the Decision Notice: *The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.*

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.

DC1.3 Notwithstanding the generality of the above policies, the Council will not normally approve:

- a. rearward extensions greater than 3.65m (12 ft) in length;

- b. 2-storey extensions with a flat roof, particularly those which would be visible from the public highway;
- c. 2-storey extensions to terraced properties which occupy the full width of the house;
- d. flat roofed extensions to bungalows;
- e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

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 step lift to front of property, together with the erection of a single storey rear extension and associated elevational alterations. This is considered acceptable in principle as many people prefer to alter and extend homes rather than move, to meet the changing residential needs of families. 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:

The proposed step lift would be visible from Esmond Road, especially given the open nature of the amenity space to the front and side. Although the step lift would be visible from the neighbouring property's (no.46 Esmond Road) front amenity space, it would not create an overbearing feature, due to the open nature of the proposal and since it would be contained within the curtilage of the applicant's property. In addition, the step lift would allow the disabled user to easily access the property from the drive and in this case the need of the disabled user outweighs the potential harm to visual amenity, pursuant to Policy DC1.5 of the UDP.

Rear extension:

The rear extension would be sited in the rear courtyard, would have a rearward projection of 2.8 metres and the extension would be sited 0.3 metres from the shared boundary with neighbour no.46 Esmond Road and 1.3 metres from no.42 Esmond Road.

Due to the extension of no.46 Esmond Road which extends to the rear boundary line of the site, the neighbour would not feel the built form from the proposal. As such, it would not create any overshadowing or loss of light implications.

As the extension would be sited 1.3 metres from the other immediate neighbour no.42 Esmond Road, it would not create an overbearing impact to the neighbour. Although one window would be inserted in the side elevation of the extension, as the proposal is only single storey, it would not give rise to any overlooking or privacy implications. To further increase the privacy for the applicant and the neighbour, the bathroom window should be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity, a condition to this effect would be placed on any approval granted. In addition, a condition shall be attached to any approval granted restricting the further insertion of windows or doors beyond those approved by this consent. Due to the orientation of the properties, no.42 Esmond Road would not experience any loss of light or overshadowing implications.

The properties to the rear of the applicant property, primarily no.12 Birkdale Street, would not experience any adverse visual/residential impacts including overshadowing or privacy implications, since the building line of no.12 Birkdale Street extends beyond the rear amenity space of the applicant property. In addition, as the rear of the property faces onto the alleyway, the proposal would not be easily visible from the streetscene.

The rear extension is small in nature and as described above, it is not considered that the proposal would have an adverse impact upon residential or visual amenity.

Associated elevational alterations:

As mentioned above, the elevational alterations associated with the proposal would include the insertion of a new door within the rear elevation of the host property, as well as the removal of the door and the insertion of a window within the side elevation of the existing rear outrigger. As the window within the side elevation of the existing outrigger would be positioned close to the boundary with the neighbouring property and since the boundary treatment is low in height, the window has been altered to be a top opening window with the lower section obscure glazed. This would be conditioned accordingly.

Design and Appearance

Step lift:

The step lift to the front of the property would be a Pollock Classic Independence Step Lift. The step lift would include a 2 step bridge unit with base handrails, aluminium platforms (800x1400mm) with on-board ramp and aluminium checker plate flooring, stainless steel

handrails, a colour coded aluminium post for lower call station and silicone acrylic infill panels for stainless steel handrails. The step lift would have approximate dimensions, at its largest point, of Height: 1.8 x Length: 2.86 x Width: 0.96 metres. A materials condition has been attached to ensure that the specified materials are adhered to, and 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. The colour of the handrails are not stated but must be black.

Considering the limited amenity space to the front of the property, a ramp would not be an appropriate way of providing accessible access to the site. As such, the form of the disabled access is considered appropriate in its size and form. The ramp is considered appropriate for its setting and follows the advice of DDA2 at the same time of 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.

Rear extension:

The proposed extension has been designed sympathetically to relate to the existing property. The extension would be made of materials to match the existing property and a condition to that effect would be attached to any consent granted. Therefore, the design of the extension would not adversely affect the appearance of the existing dwelling, pursuant to Policy DC1.1 of the UDP. The proposal would have a rearward projection of 2.8 metres and is therefore pursuant to the rearward projection of 3.65 metres prescribed under Policy DC1.3 of the UDP.

Associated elevational alterations:

The elevational alterations are considered appropriate in design and style, in accordance with Core Strategy Policies DM1 and EN1 and in general the design is considered acceptable.

Bin storage

Bin storage would be unaffected by this proposal.

Car parking

Off- street car parking would still be available as a result of the proposal.

Highways- Proposed construction and fit out

Highways asked for details in relation to any proposed construction or fit out arrangements where there is an impact on the highway. This is considered onerous for the development, given development of a similar magnitude e.g., extensions obtained through the route of Permitted Development would not need to provide arrangements to Highways. As such, this information was not obtained from the applicant.

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, 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.

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 1 June 2022.
- Drawing- Proposed- Elevation, stamped as received by the City Council as Local Planning Authority on 27 July 2022.
- Drawing- Proposed- Floor Plan, stamped as received by the City Council as Local Planning Authority on 1 June 2022.
- Drawing- Proposed- Sections, stamped as received by the City Council as Local Planning Authority on 1 June 2022.
- Drawing- Location Plan, stamped as received by the City Council as Local Planning Authority on 1 June 2022.

- Supporting Information- Stairlift Details, stamped as received by the City Council as Local Planning Authority on 29 June 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) Before first occupation, the ground floor bathroom window on the side elevation of the extension, as shown on the approved 'Proposed- Floor Plan', stamped as received by the City Council as Local Planning Authority on 1 June 2022, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity. In addition, before first occupation, the ground floor bedroom window on the side elevation of the existing outrigger, as shown on the approved 'Proposed- Floor Plan', stamped as received by the City Council as Local Planning Authority on 1 June 2022, shall be partially obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking and re-enacting that Order with or without modification), no openings, including windows and doors, shall be inserted within the elevations of the extension, other than those shown on the approved drawings, unless Planning Permission is specifically granted.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouse, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of the Manchester Core Strategy.

5) The materials to be used on the external surfaces of the extension 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.

6) The proposed handrails shall be painted black in colour.

Reason - To ensure that the colour appearance of the proposed 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 should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
MCC Flood Risk Management

43 Esmond Road, Manchester, M8 9LT
42 Esmond Road, Manchester, M8 9LZ
41 Esmond Road, Manchester, M8 9LT
46 Esmond Road, Manchester, M8 9LZ
45 Esmond Road, Manchester, M8 9LT
39 Esmond Road, Manchester, M8 9LT
12 Birkdale Street, Manchester, M8 0WE

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 Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH