

## **Planning**

## **Growth & Development**

### **Delegated officer report for planning application**

**Application no.** 133784/FH/2022

**Date registered valid:** 16 May 2022

**Proposal:** Installation of replacement step lift to front and alteration of existing boundary wall

**Address:** 20 Huxley Avenue, Manchester, M8 0SD

**Ward(s):** Cheetham Ward

**Applicant:** Miss Zynaaira Akhtar, 20 Huxley Avenue, Manchester, M8 0SD

**Agent (if any):** Mr Carl Bennett, Manchester Equipment and Adaptations Partnership-  
MCC Unit 1, 29 Poland Street, Ancoats, Manchester, M4 6AZ

**Case officer:** Katie Raw  
Tel: 0161 234 4164  
Email: [katie.raw@manchester.gov.uk](mailto:katie.raw@manchester.gov.uk)

**Recommendation:** Approve

**Date of recommendation:** 8 July 2022

## **Application details**

**Type of application:** Full Householder Application

**Development type:** Householder

**Date of site visit:** 30 May 2022

### **Standard consultations:**

Printed: 23 May 2022      Expired: 13 June 2022

### **Neighbour notifications**

Printed: 23 May 2022      Expired: 13 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 20 Huxley Avenue within the Cheetham ward of north Manchester and is a two storey, red brick, detached property sitting at the top of terraced properties along Elmfield Street. Amenity space to the front of the property consists of a small courtyard bounded by metal railings and in front of the side extension sits a mechanical step lift, surrounded by high brick walls, and so is not visible from the street.

## **Description of development**

The submitted application seeks planning permission for the installation of replacement step lift to front and alteration of existing boundary wall. No planning history is recorded for the original step lift. The step lift would be a Pollocks classic 1 metre step lift. The step lift would allow a disabled resident access into the extension and would have overall approximate dimensions of Height: 1.1 x Length: 2.24 x Width: 0.98 metres. The step lift would be located in a different position than the existing, so that the user could more easily gain access from Huxley Avenue. Galvanised steel balustrade type railings would be installed to all exposed sides of plinth: 900mm high to side of steps and 90mm maximum gap between vertical rails.

As such, the existing boundary wall would be altered to form an opening for access to the new lift position. The boundary wall surrounding the lift position would be cut away to the same height as the existing wall that runs around the applicant's front courtyard. This would give the

applicant and carers a clean line of sight up and down the street to ensure they can get the client on and off the lift safely. The existing gate from the side of the courtyard would be replaced to match the existing as close as possible. This would be changed to a height appropriate to the newly lowered wall.

Materials to be used include brickwork (to match existing) and a stainless steel step lift.

### *Planning history*

085295/FO/2007/N1- 11 Alleyways Area Bounded By 283-375 Cheetham Hill Road, Balmfield Street, Huxley Avenue, 1-28 Oakfield Street, 1-29 Elmfield Street, 1-32 Beechfield Street Cheetham- Installation of 2.4m high 36 single leaf alleygates, 1 double and 1.1 metre high vertical bar railings. The raising of brickwork to existing yard walls.  
Approved 7 February 2008.

077919/FH/2005/N1- 20 Huxley Avenue- Single storey rear extension.  
Approved 13 February 2006.

## **Consultations & Notification Responses**

### *Local residents*

Local residents were consulted, and no responses were received.

### *Highway Services*

Highways 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 proposed step lift is required to be DDA compliant. 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. 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](mailto: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 replacement step lift to front and alteration of existing boundary wall. 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:

As existing, due to the high brick wall for the courtyard where the step lift is currently located, the step lift is not visible from the streetscene. The proposal with the lowering of the brick wall and the opening for access would mean the step lift would be visible as a result of the proposal. The step lift is considered to be well sited within the courtyard space and would provide easier access into the property than is currently the case. Although the structure would be visible by those neighbouring properties opposite, the proposal would not create any adverse impacts in relation to loss of light or privacy implications. As the step lift would allow the disabled user to easily access the property from Huxley Avenue, in this case the need of the disabled user outweighs the potential harm to visual amenity, pursuant to Policy DC1.5 of the UDP.

#### Alteration of existing boundary wall:

The alteration of the existing boundary wall would allow the step lift to be more easily accessed than it is as existing to the benefit of the resident. The reduction in height of the brick wall may also increase levels of light to the applicant's property. The opening up of the side extension from the streetscene would not give rise to any adverse visual/residential impacts to neighbours, and this has already been accessed under planning application 077919/FH/2005/N1.

### *Design and Appearance*

#### Step lift:

The step lift would be a Pollocks classic 1 metre step lift and would have overall approximate dimensions of Height: 1.1 x Length: 2.24 x Width: 0.98 metres. Galvanised steel balustrade type railings would be installed to all exposed sides of plinth, 900mm high to side of steps and 90mm maximum gap between vertical rails. A materials condition has been attached to ensure that the step lift specification and materials are adhered to. An additional condition would be placed on any approval for the railings to be black, so that 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.

Considering the constrained nature of the front amenity space attached to the property, a step lift would be considered the most appropriate form of level access, as a ramp would extend into

the public footway and may need to extend across a substantial width of the property. The step lift is considered appropriate in its size and form and is partially hidden by the altered front boundary wall.

*Alteration of existing boundary wall:*

The alteration of the existing boundary wall would align to the height of the boundary wall which extends along the host property and so would not be out of character or detrimentally affect the host property.

#### *Bin storage*

At the time of the site visit, bins were stored in the front amenity space and so would be unaffected by the proposal.

#### *Car parking*

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

#### *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.

### **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 16 May 2022.
- Drawing- Proposed- Elevation (Front), stamped as received by the City Council as Local Planning Authority on 16 May 2022.
- Drawing- Proposed- Elevation (Side), stamped as received by the City Council as Local Planning Authority on 16 May 2022.
- Drawing- Location Plan, stamped as received by the City Council as Local Planning Authority on 16 May 2022.
- Supporting Information- Pollock Stair Lift Specification, stamped as received by the City Council as Local Planning Authority on 16 May 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 on the external surfaces of the proposal hereby permitted shall be implemented in accordance with the approved details as set out in the drawings and documents 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 galvanised steel balustrade type railings 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 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.
- 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](mailto:highwaylicences@manchester.gov.uk)

## **Appendix 1 – List of consultees & neighbours notified**

Highway Services

13 Huxley Avenue, Manchester, M8 0SJ  
17 Huxley Avenue, Manchester, M8 0LX  
22 Huxley Avenue, Manchester, M8 0LW  
11 Huxley Avenue, Manchester, M8 0SJ  
5 Huxley Avenue, Manchester, M8 0SJ  
15 Huxley Avenue, Manchester, M8 0SJ  
9 Huxley Avenue, Manchester, M8 0SJ  
7 Huxley Avenue, Manchester, M8 0SJ  
3 Huxley Avenue, Manchester, M8 0SJ

## **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