

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133675/FH/2022

Date registered valid: 4 May 2022

Proposal: Creation of access ramp with associated handrails to side of property

Address: 24 Ashdown Avenue, Manchester, M9 6PR

Ward(s): Higher Blackley Ward

Applicant: Mr Ian Rothwell, Northwards Housing Ltd / MCC Unit 11 Hendham Vale Industrial Park, Vale Park Way, Crumpsall, M8 0AD

Agent (if any): Mr Ian Rothwell, Northwards Housing Ltd, Hendham Vale Industrial Estate, Hazelbottom Road, Vale Park Way, Manchester, M8 0AD

Case officer: Katie Raw
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Recommendation: Approve

Date of recommendation: 27 June 2022

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 17 May 2022

Standard consultations:

Printed: 13 May 2022 Expired: 3 June 2022

Neighbour notifications

Printed: 13 May 2022 Expired: 3 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: Not applicable

Tree Preservation Order: Not applicable

Description of area

The application site relates to 24 Ashdown Avenue within the Higher Blackley ward of north Manchester. The application property is a large, two storey, semi-detached brick property sitting on the corner of Ashdown Avenue and Ashdown Grove. Amenity space to the front of the property consists of a garden with a ramp which runs across the front elevation of the property, amenity space to the side consists of further green space, as is the case for the amenity space to the rear.

Description of development

The submitted application seeks planning permission for the creation of access ramp with associated handrails to side of property. The ramp would extend from the existing front ramp along the side of the property and would then run beyond the rear building line by 1.8 metres, creating access into the rear amenity space. The ramp would have a gradient of 1:20 with a 1.8 metre landing at the top with a 1.59 metre landing to base. The ramp would have approximate dimensions of Length: 6 x Width: 1.65 metres and would have a difference in levels of 0.3 metres. The proposal would involve a 50mm smooth continuous galvanised handrail to one side at 1 metre c/c set in concrete & to wall fixed to the other side. The handrail would be sited 1 metre above landing surface & 0.9 metres above ramp surface and the secondary safety rail

would be fixed to the external side 0.6 metres above. The handrail would extend to the end of bottom landing at 1 metre above landings and 0.9 metres above the ramp. Materials to be used include steel handrails painted black and grey flags to surface of ramp and landings.

As confirmed by the agent on 17th May 2022 via email, the existing ramp to the front of the property would be retained as a result of the application.

Planning history

085836/FH/2008/N1- Erection of a single storey rear extension to form new bathroom.
Permitted Development- 19 March 2008.

Consultations & Notification Responses

Local residents

Local residents were consulted and no responses were received.

Environmental Health

Environmental Health were consulted and no responses were received.

Highway Services

The Team were consulted and provided the following comments. The proposed development sits only within the curtilage of the site and does not impact on the adjacent adopted highway. The proposed ramp is considered acceptable from a Highways perspective and meets DDA guidelines presented in DFA2. As such, Highways have no objections to the scheme in principle. 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

The Flood Risk Team were consulted and recommended no drainage condition for the application.

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 creation of access ramp with associated handrails to side of property. This is considered acceptable in principle as many people prefer to alter 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

The proposed ramp would be positioned alongside the building and extend beyond the rear building line by 1.8 metres. Due to the property's position on the junction of Ashdown Avenue and Ashdown Grove and the large hedge along the side boundary, this ramp would not be easily visible from the streetscene to properties including no.26 Ashdown Avenue. The property sits opposite Plant Hill Park and as such, no properties opposite would be affected by the proposal. It is noted that the current proposal would be less impactful than the front ramp already in situ at the site. Any negative implications in relation to the ramp would be outweighed by the needs of the disabled user to gain level access into the property in this instance, pursuant to Policy DC1.5 of the UDP. Overall, it is not considered that the proposal would have an adverse impact upon visual or residential amenity.

Design and Appearance

The ramp would have a gradient of 1:20. The proposal would involve a 50mm smooth continuous galvanised handrail to one side at 1 metre c/c set in concrete & to wall fixed to the other side. The handrail would be sited 1 metre above the landing surface & 0.9 metres above the ramp surface and the secondary safety rail would be fixed to external side 0.6 metres above. 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.

The handrails would extend to the end of the bottom landing. Materials to be used include steel handrails painted black and grey flags to surface of ramp and landings. A materials condition has been attached to ensure that the specified materials are adhered to, and that the handrails are made of galvanised powder coated steel and painted black, to create a more aesthetically appealing finish. This is to ensure the colouration and materials are 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.

As confirmed by the agent on 17th May 2022 via email, the existing ramp to the front of the property would be retained as a result of the application. As the front and side amenity space to the property is spacious, the additional built form would not look overbearing in its context. Although this ramp would add to cumulative architectural clutter to the front of the property, any harm in terms of design and appearance is outweighed by the need to provide additional disabled access to the property, to improve the quality of life for the resident.

Bin storage

At the time of the site visit, bins were stored within the front/side amenity space and would be unaffected by this proposal.

Car parking

The off street parking available would not be impacted by 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, and the proposal has been amended to minimise visual impacts and increase privacy measures 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 by requesting further information relating to the scheme.

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, stamped as received by the City Council as Local Planning Authority on 4 May 2022.
- Drawing- Proposed- Floor Plan and Elevation, numbered 002A, stamped as received by the City Council as Local Planning Authority on 17 May 2022.
- Drawing- Proposed- Front Elevation Showing Ramp, numbered 003A, stamped as received by the City Council as Local Planning Authority on 17 May 2022.
- Drawing- Location Plan, numbered 004A, stamped as received by the City Council as Local Planning Authority on 17 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 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 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 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 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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management

26 Ashdown Avenue, Manchester, M9 6PT
22 Ashdown Avenue, Manchester, M9 6PR
2 Ashdown Grove, Manchester, M9 6PY

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