

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129645/FH/2021

Date registered valid: 29 March 2021

Proposal: Installation of ramp and associated handrails to rear fronting Brinsworth Drive

Address: 123 Heywood Street, Manchester, M8 0NZ

Ward(s): Cheetham Ward

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

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

Case officer: Eve Woolstencroft
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Recommendation: Approve

Date of recommendation: 21 April 2021

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit:

Standard consultations:

No consultations have been printed and sent.

Neighbour notifications

Printed: 30 March 2021 Expired: 20 April 2021

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

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of Site/ Area

The application site relates to a single storey, mid-terraced dwelling house located in the Cheetham Ward of North Manchester. The property has a small rear garden with high palisade fencing boundary treatment to the rear and timber fencing to the boundaries with neighbouring terraced properties. The existing rear garden facings the cul-de-sac Brinsworth Drive and is completely paved.

Description of Development

The submitted application seeks planning permission for the installation of ramp to rear fronting Brinsworth Drive.

The proposed ramp would extend from the rear entrance of the property along the boundary with no. 124 Heywood Street then along the rear boundary which leads to the footpath. The ramp would also incorporate a handrail which would have a maximum height of approx. 1.5 metres above ground level.

Consultations & Notification Responses

Local residents were notified however no responses were received

Policy

NPPF (February 2019)

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF states that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways, these are:

- 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 a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.
- c) an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve 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 9: Promoting sustainable transport - States that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.
- iii. 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.

Core Strategy

Manchester's Core Strategy was adopted on 11th July 2012 and is the Key Development Plan Document in the Local Development Framework. It states that all new developments should follow the 'Development Principles' and accord with the design guidance set out in the Supplementary Planning Documents.

The following policies are relevant for this application:

Policy DM 1 - Development Management

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- Appropriate siting, layout, scale, form, massing, materials and detail.
- 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.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.

- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Vehicular access and car parking.
- Flood risk and drainage.

Policy SP 1 - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- 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 well-being 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;
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- 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 EN19 Waste - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- Both construction and demolition waste will be minimised and recycled on site wherever possible;
- The sustainable waste management needs of the end user will be met.

Policy T2 - Requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking have been proposed.

Saved UDP Policies

Policy DC1 states that extensions to residential properties will be allowed subject to compliance with other relevant policies and considering certain criteria. DC1.5 also states that 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.

Issues

Principle

The proposal is considered acceptable in principle, as it improves disabled access to the property in accordance with Core Strategy Policy DM1 and SP1.

Residential Amenity

It is not considered that the proposed ramp and associated handrail would give rise to any additional impacts on residential amenity. The ramp would be sited within the rear garden of no. 123 Heywood street on an existing area of hardstanding.

The proposed handrail would have a height of approx..1.5 metres above the existing ground level and given that there is an existing timber fence of a similar height, the proposed ramp and handrail would not be highly visible from the neighbouring properties.

Visual Amenity

The proposed ramps would be visible from the highway on Brinsworth Drive however due to the existing boundary treatment in place it is not considered to have a detrimental impact on the character of the street scene.

The alterations will allow the occupiers of 123 Heywood Street to adapt their home to meet their needs, without unduly detrimentally affecting the character and appearance of the property, or the amenities of the occupiers of neighbouring properties in accordance with policies DC1 and DM1.

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

Officers have worked with the applicant/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance, no negotiations were necessary but appropriate conditions have been attached to the end of this report. The scheme is considered to be in accordance with the guidance contained within saved policy DC1 of the Manchester Unitary Development Plan, policies SP1 and DM1 of the Core Strategy and the National Planning Policy Framework

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:

-Location Plan stamped and received by the City Council as Local Planning Authority on 09 March 2021.

-Existing and Proposed Garden Layout Plan and Handrail Elevations received by the City Council as Local Planning Authority on 24 March 2021.

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

Appendix 1 – List of consultees & neighbours notified

125 Heywood Street, Manchester, M8 0NZ
121 Heywood Street, Manchester, M8 0NZ
12 Modbury Walk, Manchester, M8 0EN
3 Modbury Walk, Manchester, M8 0EN
1 Modbury Walk, Manchester, M8 0EN

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: NORTH1