

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135274/FH/2022
Date registered valid: 25 October 2022
Proposal: Installation of ramped access to front of property
Address: 2A Bramwell Drive, Manchester, M13 9YE
Ward(s): Ardwick Ward

Applicant: Mr Hasan Shahin Balakan 2A Bramwell Drive, Manchester, M13 9YE
Agent (if any): Miss Keeley Smith Manchester City Council Unit 11 Hendham Vale
Industrial Park, Manchester, M8 0AD
Case officer: Harriet Aidoo
Tel: 0161 234 4532
Email: harriet.aidoo@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 19 December 2022

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 16 November 2022

Standard consultations:

No consultations have been printed and sent.

Neighbour notifications

Printed: 7 November 2022 Expired: 28 November 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:

Tree Preservation Order:

Description of site / building / area

The application site relates to a modern mid-terrace dwellinghouse within the Ardwick ward of Manchester. The application property and those along this row of terrace houses along Bramwell Drive are characterised by buff colour rendered box front porches with balconies above, and substantial depth of front amenity space - (minimum depth approximately 7.2 metres deep x 7.1 metres wide). The application property benefits from amenity space along the front and rear elevations only, and a gated front driveway for off road parking. The existing amenity space along the front elevation of the application property comprises in-part of tarmac, paving flags, and grass.

Description of development

Consent is sought for the proposed installation of an access ramp to the front property with associated handrails.

Clarification was sought regarding the proposed colouration of the handrails. It has been confirmed the handrails would be painted black, (dated 19/12/2022).

The submitted application benefits the needs of a disabled occupier residing at the property.

The proposed access ramp with associated handrails, would be placed in front of the existing front door, whilst retaining a separation distance of approximately 1744mm from the common shared boundary with no.6 Bramwell Drive, and would measure approximately 1500mm deep from the front building line of the existing front porch. It would project approximately 3435mm length x 1500mm wide across the front elevation of the existing front porch and beyond its side elevation, and forward of the common shared boundary with no.2 Bramwell Drive whilst retaining a separation distance of approximately 1744mm from this boundary. It then projects approximately 5008mm length x 1500mm wide forward of the existing front boundary treatment, whilst retaining a separation distance of approximately 3404mm from this boundary. The proposed ramp with handrails would maintain a proposed maximum height of approximately 1168mm, and materials and finishes would comprise of paving flags and colour coated handrails finished in black, (correspondence dated, 19/12/2022).

Consultations & Notification Responses

1. Local residents/public opinion

No objections, comments or representations received.

POLICY

The following planning policies are materially relevant to the consideration of this planning application.

1. The National Planning Policy Framework (NPPF), (July 2021) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework has been related to the proposed development, with particular emphasis given to the following:

- Chapter 8: Promoting healthy and safe communities.
- Chapter 12: Achieving well-designed places.

2. The 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 DM 1 (Development Management)
- Policy SP1 (Spatial Principles)
- Policy EN1 (Design Principles and Strategic Character Areas)
- Policy EN19 (Waste)
- Policy T2 (Accessible areas of opportunity and need)

3. Unitary Development Plan (UDP) - The UDP has been superseded by the Core Strategy Development Plan.

- Policy DC1 for Residential Extensions is still considered of relevance.
- Policy DC1.5 relating to applications from disabled people who may require particular adaptations to their homes.

4. Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007 - The document aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. It advises that high quality design is a vital attribute of successful neighbourhoods.

The following paragraphs are of particular relevance:

i. Section 2 Design - Discusses the importance of the design of new development in relation to surrounding neighbourhoods and the character of its streets, in terms of its layout, design, scale, massing and orientation of its buildings to achieve a unified urban form to enliven the neighbourhood and its sustainability. The density of the development should also be informed by the characteristics of an area and the specific circumstances of the proposals. It is considered that these design principles have been satisfactorily incorporated into the development.

ISSUES

In this instance, clarification was sought regarding the proposed colouration of the handrails, and clarification subsequently provided, (correspondence dated, 19/12/2022).

Principle

The submitted application is for the proposed installation of an access ramp to the front the dwellinghouse. The application benefits the needs of a disabled occupier residing at the property and therefore, the principle of the proposal is considered acceptable. Notwithstanding this, consideration must be given to proposal's impact upon existing levels of residential and visual amenity.

Residential / Visual Amenity

Impact of works (Installation of access ramp to front elevation with associated handrails)

- In light of the existing contextual relationship along the front elevation and boundaries, and due to the fact that the proposed access ramp with handrails will be placed centrally in front of the existing dwellinghouse and porch, and although it would project approximately 5008mm deep forward of the existing front boundary treatment, it would retain a separation distance of

approximately 3404mm from this boundary, and it would be stepped away approximately 1744mm from the common shared boundaries with nos. 2 and 6 Bramwell Drive, and therefore, there still remains a sizable front amenity and the existing tarmac driveway, lawn, and paved areas along the existing frontage would not be significantly altered and a sizable area of amenity space would still be retained. The proposed access ramp with associated handrails would be a prominent feature within the character of the street scene. However, although the proposal will be visible in the street scene, the development benefits the needs of a disabled user residing at the property, therefore in this instance, it is considered that the proposed level of visual intrusion along the streetscene is outweighed by the benefit of improved access, pursuant with The National Planning Policy Framework; Core Strategy policies SP1, DM1, EN1 and saved Policies DC1 and DC15 of the Unitary Development Plan.

Impact of works (Design and appearance) - The proposed access ramp with associated handrails is of a standard design and appearance. Clarification was sought regarding the proposed colouration of the handrails. It has been confirmed the handrails would be painted black, (dated 19/12/2022). Therefore, it is considered acceptable in design terms. However, a materials condition has been attached to ensure that materials are adhered to.

Impact of works (Car Parking) - The existing arrangement would not be significantly affected. The existing tarmac driveway would be retained and the existing on-site car parking space is maintained.

Impact of works (Waste Management) - The existing arrangement would be unaffected.

Conclusion - For the reasons outlined above, and subject to planning conditions, it is considered that the proposed development responds positively to The National Planning Policy Framework (July 2021); policies SP1, DM1, EN1, T2 and EN19 of The Manchester Core Strategy Development Plan Document (July 2012); saved policies DC1 of the Unitary Development Plan (1995); and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007).

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance, clarification was sought regarding the proposed colouration of the handrails, and clarification subsequently provided, (dated 19/12/2022). 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. The local planning authority had no concerns to raise with the agent but have attached the relevant conditions.

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 form, received by the City Council as the Local Planning Authority on 25 October 2022.
- Location Plan with application site edged in red, DRAWING NUMBER 2AB-MCC-XX-XX-DR-A-0001, received by the City Council as the Local Planning Authority on 25 October 2022.
- Existing GROUND FLOOR PLAN, received by the City Council as the Local Planning Authority on 25 October 2022.
- Existing ELEVATIONS, received by the City Council as the Local Planning Authority on 25 October 2022.
- Proposed GROUND FLOOR PLAN, received by the City Council as the Local Planning Authority on 25 October 2022.

- Proposed ELEVATIONS, received by the City Council as the Local Planning Authority on 25 October 2022.
- Correspondence dated 19/12/2022.

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 external facing materials to be used on the development hereby approved shall match those as stated in Correspondence dated 19/12/2022, and on the approved plans and submitted documents.

Reason - To ensure that the appearance is not adversely affected by the materials to be used in its construction, pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and Policy DM1 and SP1 of Manchester's Local Development Framework: The Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

6 Bramwell Drive, Manchester, M13 9YE
2 Bramwell Drive, Manchester, M13 9YE
14 Peace Road, Manchester, M13 9PA
9 Bramwell Drive, Manchester, M13 9YB
7 Bramwell Drive, Manchester, M13 9YB
5 Bramwell Drive, Manchester, M13 9YB

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 Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA