

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134469/FH/2022

Date registered valid: 25 July 2022

Proposal: Installation of access ramps to the front and rear

Address: 36 Brockford Drive, Manchester, M9 6GD

Ward(s): Higher Blackley Ward

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

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

Case officer: Adam Mitchell
Tel: 0161 234 4165
Email: adam.mitchell@manchester.gov.uk

Recommendation: APPROVE

Date of recommendation: 15.09.2022

Application detail

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 31.08.2022

Standard consultations:

Printed: 1 August 2022 Expired: 22 August 2022

Neighbour notifications

Printed: 1 August 2022 Expired: 22 August 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

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of Site/Area

The application site relates to a brick built semi-detached bungalow within a residential area of Higher Blackley, North Manchester. The property benefits from off street car parking to the front and side, with an elevated rear garden sloping upwards towards the rear boundary.

The remainder of the area is residential in nature and houses are of similar style and design.

Description of development

The application seeks planning permission for the installation of access ramps to the front and rear. The ramp proposed along the front elevation would run from the front door across the front elevation in a north easterly direction. The upper landing would have approx. dimensions of 1.2m x 1.2m and the lower landing would have approx. dimensions of 1.2m x 1.8m. The ramp would have approx. height of 2.1metres, a length of 6.3 metres and a gradient of 1:12. The ground underneath the existing ramp would be covered by paving. Prefabricated handrails would be used throughout and would be black. The materials to be used for the ramp would be 0.6 x 0.6 metre concrete flags.

The ramp proposed along the rear elevation would run along the rear elevation in a north easterly direction. The landing would have approx. dimensions of 2.7m x 1.8m. The ramp would have approx. height of 2.1metres, a length of 6.3 metres and gradient of 1:12. The ground underneath the existing ramp would be covered by paving and lowered down to the

existing patio level. Prefabricated handrails would be used throughout and would be black. The materials to be used for the ramp would be 0.6 x 0.6 metre concrete flags.

Consultations & Notification Responses

Local residents were consulted however none responded.

Environmental Health had no comments at the time of being consulted.

Policy

The following policies are considered relevant to provide guidance and consideration to this application:

- National Planning Policy Framework (NPPF)
- Saved policy DC1 of the UDP
- DM1, SP1, EN19 of the Manchester Core Strategy

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 following specific policies are considered to be particularly relevant to the proposed development:

Chapter 8: Promoting health and safe communities

91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: promote social inclusion, are safe and accessible and enable and support healthy lifestyles.

Chapter 12: Achieving well-designed places

124: The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Unitary Development Plan Saved Policies

A number of UDP policies have remained until replaced by further development plan documents to accompany the Core Strategy. The following remaining policies are considered relevant to this application:

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.

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.

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.

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,
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;

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.

Issues

Principle

The submitted development application is for the installation of access ramp to the front and rear of the property. This is considered acceptable in principle as many people prefer to alter and adapt 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.

Residential and Visual Amenity

Front Elevation Ramp

The ramp would run from the front door along the front elevation which is sited approx. 2.5m away from the shared boundary with no. 25 Brockfield Drive. Given the distance from the shared boundary and the orientation of the neighbouring property, the proposal would not create adverse visual/residential implications for the surrounding neighbours, as the ramp would not be highly visible.

As such, the proposal would be most visible from the streetscene. However, the ramp would not extend to the site's front boundary line and would be sited 12metres from the back of the pavement. In addition, as the proposal is open in nature it is not considered that the proposal would add an overbearing feature for the properties opposite within the cul-de-sac. It is deemed that any potential implications in terms of adverse impacts to visual and residential amenity would be outweighed by the need to provide level access to the resident, pursuant to Policy DC1.5 of the UDP.

Rear Elevation Ramp

As the ramp is located to the rear of the property, the ramp is hidden from the streetscene. The ramp would be sited against the rear building line of the property and would then extend across the rear elevation. The proposed ramp would be sited approx. 3.7m away from the shared boundary with no.34 Brockford Drive. Given the distance and the existing boundary treatment the proposal would not create adverse visual/residential implications for the surrounding neighbours, as the ramp would not be highly visible. The non-adjoining neighbouring property (25 Brockford Drive) would experience little to none additional visual/residential implications given the orientation of the properties and the distance between the two.

Design and Appearance

The design of the ramps are considered acceptable. The front amenity space is a long, splayed boundary and although the ramp would extend into the existing tarmac driveway, the retained hardstanding would enable off street car parking to be retained. The proposed rear ramp would allow level access in and out of the property through the rear garden. The layout of the ramp is deemed acceptable directly behind the rear elevation of the dwelling and allows the rear amenity space to be used by the resident. As such the form and layout of the proposed is considered acceptable, pursuant to Policy DC1.2 of the UDP.

The proposed ramps would have a gradient of 1:12. Prefabricated handrails would be used throughout and would be black. A materials condition has been attached to ensure the specified materials are adhered to, and that the handrails are to be made of galvanised steel and painted black. This is to ensure 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. In addition, the materials to be used for the ramp would be 600x600mm concrete flags and this would be conditioned accordingly.

Car Parking

Car parking would be unaffected by this proposal.

Waste Management

The existing bin storage arrangements would not be affected 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 minimal impacts in terms of residential/visual amenity, 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

Officers have worked with the agent/applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning applicant. No significant problems have arisen during the consideration of this application.

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 date of three years beginning with 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:

Document- Householder Application for Planning Permission for works or extension to a dwelling Town and Country Planning Act 1990 (as amended) stamped as received by the City Council, as Local Planning Authority on 25 July 2022.

Drawing- The Location Plan

Drawing- Layout Plan ref. 116-002

All stamped as received by the City Council, as Local Planning Authority on 25 July 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 materials to be used on the external surfaces of the extension hereby permitted shall be implemented in accordance with the approved details set out in the documents and drawings as specified in Condition 2 of this approval.

Reason- To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the structure, pursuant to policy DM1 of the Manchester Core Strategy.

- 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.

Appendix 1 – List of consultees & neighbours notified

Environmental Health

34 Brockford Drive, Manchester, M9 6GD

25 Brockford Drive, Manchester, M9 6GD

44 Charnwood Road, Manchester, M9 6GQ

42 Charnwood Road, Manchester, M9 6GQ

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

Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface

Historic Landfill Site 250m Buffer -

Area Team Boundary - Name: NORTH AREA