



PLANNING STATEMENT

TO ACCOMPANY:

Planning Application

BY:

Mr Kyle Wilson

TO:

Rochdale Metropolitan Borough Council

FOR:

Proposed replacement garage with storage above

AT:

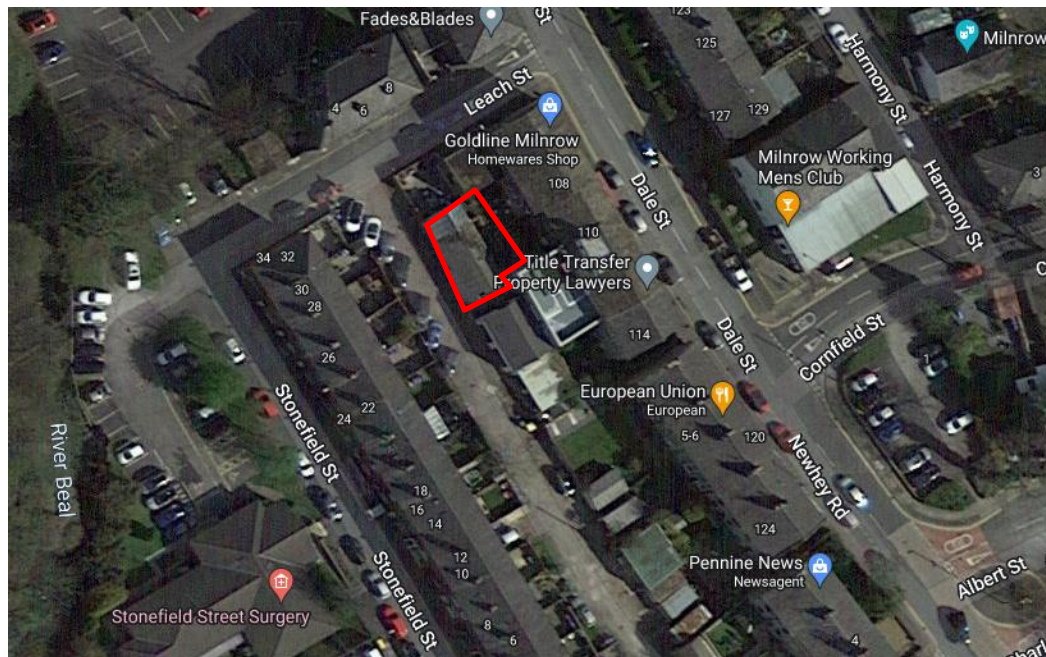
On land rear of no. 110 Dale Street, Milnrow, Rochdale, OL16 4HX

1.0 INTRODUCTION

- 1.1 This application seeks planning permission to construct a replacement garage with storage above on land to the rear of no. 110 Dale Street, Milnrow, Rochdale.

2.0 APPLICATION SITE

- 2.1 The application site is positioned to the rear of properties which are located on the south western side of Dale Street. The existing garages are accessed from Leach Street and the site is within the Milnrow District Centre.



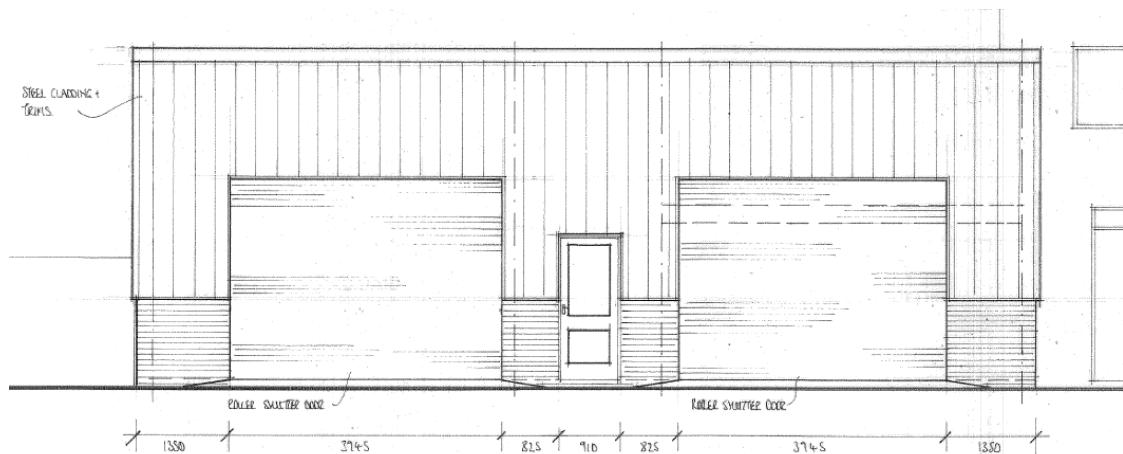
- 2.2 The site comprises a short row of garages which are in a dilapidated state and currently used for storage purposes.



Existing garages

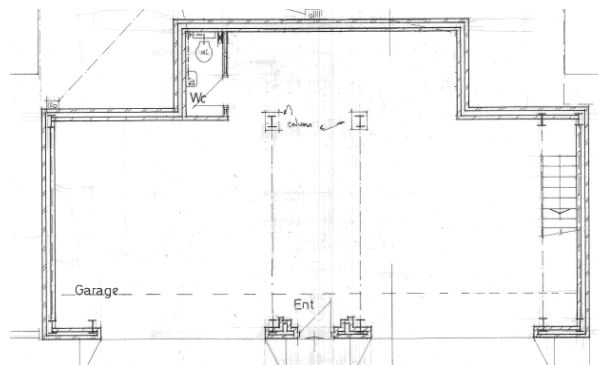
3.0 THE PROPOSED DEVELOPMENT

- 3.1 This application seeks planning permission for the replacement of the existing building with a new garage with storage to the first floor mezzanine.
- 3.2 The existing building measures approximately 13.2m wide x 5.5m deep with an eaves height of 3m and a ridge height of 5m. The building is brick built with metal cladding to the front, an asbestos roof and steel shutter doors.
- 3.3 The proposed building would measure 13.15m wide x 5.55m deep with an eaves height of 4.1m and a ridge height of 4.85m. To the rear there would be a small single storey element measuring 7.05m wide x 2.15m deep with an eaves height of 2.45m and a ridge height of 3.1m.



Proposed front elevation

- 3.4 The proposed building would have a steel portal frame with new 1m high brick outer walls with light grey steel sheets to the upper walls and roof. There would be 2x roller shutter doors to the front elevation and a separate entrance door.
- 3.5 The GIA would be approximately 140m² comprising 76m² to the ground floor which would accommodate two vehicle spaces and a WC whilst the mezzanine level would be utilised for additional storage with a floor area of 64m².



Ground floor layout

4.0 RELEVANT PLANNING POLICY

- 4.1 The following paragraphs provide a brief summary of the relevant policies. The paragraphs are in a hierarchical order relative to the importance of national and local planning policy.

National Planning Policy Framework (NPPF) 2021

- 4.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The following sections and paragraphs make reference to the parts of the NPPF which are directly relevant to this appeal.

Presumption in Favour of Sustainable Development

- 4.3 Paragraph 11 of the NPPF sets out that plans and decisions should apply a presumption in favour of sustainable development.

For plan-making this means that:

- a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Decision-taking

- 4.4 Paragraph 38 states that Local planning authorities should approach decisions on proposed development in a positive and creative way.

Achieving well-designed places

- 4.5 Section 12 of the NPPF refers to design, with paragraph 126 describing how the Government attaches great importance to the design of the built environment, stating that *“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.”*
- 4.6 Paragraph 130 states that planning policies and decisions should ensure that developments:
- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

Rochdale Adopted Core Strategy

- 4.7 The Core Strategy sets out the long-term spatial strategy for future development of Rochdale Borough. Policies P3, DM1 and T2 are considered relevant.

Policy P3: Improving design of new development

- 4.8 The council will require all new developments, including associated landscaping, regardless of location in the borough, to adhere to high standards of design. The following design principles should be adhered to wherever relevant:

- Enhance the borough's identity and sense of place, by respecting context where it is positive and having regard to the scale, density, massing, height, layout, landscape, materials and access of surrounding buildings and areas in general;
- Ensure that buildings contribute positively to the townscape, and are well proportioned;
- Incorporating design measures that design out crime and ensure developments and spaces are safe to use and access (including lighting as appropriate);
- Provide an appropriate mix of uses and consider the needs of all sections of society;
- Ensure a development is easy to move through and get around, especially for pedestrians, cyclists, public transport, disabled people and emergency service vehicles;
- Provide a hierarchy of routes, streets and spaces, relating positively to visual connections between the development and its surroundings;
- Ensure that the intended functions of buildings and spaces are easily understood, and their entrances appropriately located and visible;
- Ensure buildings can be easily adapted to meet future/alternative needs of occupants;
- Minimise impact upon the environment, and help adapt to the impacts of climate change, including by re-using existing buildings and materials (maximising the benefits of existing embodied energy) and utilising sustainable drainage (Policies G1 and G2);
- Design buildings and spaces so that quality and appearance can be maintained over time; and
- Reduce the monotony and visual impact of car parking areas by using substantial and well integrated landscaping.

Policy DM1: General development requirements

4.9 All development proposals, including changes of use of land and buildings, extensions and alterations, will be expected to demonstrate that they:

- a. Are of high quality design and take the opportunity to enhance the quality of the area;

- b. Are compatible with surrounding land uses, both in terms of its impact upon those uses and the impact of the surrounding land uses upon the amenities of future residents / users;
- c. Do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy;
- d. Mitigate against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary;
- e. Provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location;
- f. Do not have an adverse impact on health, through its impact or the effect of existing problems e.g. land contamination, or poor air quality;
- g. Provide, or demonstrate the availability of, the service and community infrastructure necessary to meet local needs e.g. local shops, community, leisure and sport facilities and provision of open space;
- h. Minimise opportunities for crime against people or property;
- i. Take account of ground conditions including unstable or contaminated land - where a potential risk exists, a survey should be carried out and any necessary remedial measures identified and carried out;
- j. Incorporate, where appropriate, high quality landscape schemes;
- k. Have assessed whether the development may be affected by ground instability;
- l. Have considered the availability of water and wastewater infrastructure, and any need for additional capacity; and
- m. Do not lead to impacts detrimental to the conservation interests of European Protected Sites.

Policy T2: Improving accessibility

- 4.10 The council will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities. Transport improvements will focus access to priority regeneration areas, e.g. town centres, housing regeneration areas and economic growth corridors.

5.0 THE PLANNING CASE

5.1 This section will demonstrate that the proposal for the construction of a replacement garage with storage above is acceptable.

5.2 The main considerations in the assessment of this application relate to:

- Design
- Impact on neighbouring amenity
- Impact on highways

Design

5.3 Paragraph 126 of the NPPF states that *“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.”*

5.4 Paragraph 130 goes on to state that planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change; and, establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.

5.5 Core Strategy policy P3 (Improving design of new development) states that development should respect context where it is positive and have regard to the scale, density, massing, height, layout, landscape, materials and access of surrounding buildings and areas in general. Policy DM1 (General Development Requirements) also expects development to take opportunities to enhance the quality of the area.

5.6 The scheme proposes to demolish the existing unattractive and harmful building which has a severely damaged and potentially dangerous roof and rear wall with a high quality development that would make a positive contribution to the site.

5.7 To recap, the existing building measures approximately 13.2m wide x 5.5m deep with an eaves height of 3m and a ridge height of 5m. The building is brick built with metal cladding to the front, an asbestos roof and steel shutter doors.

5.8 The development proposes to replace the existing building with a new structure measuring 13.15m wide x 5.55m deep with an eaves height of 4.1m and a ridge height

of 4.85m. To the rear there would be a small single storey element measuring 7.05m wide x 2.15m deep with an eaves height of 2.45m and a ridge height of 3.1m.



Existing building

- 5.9 The replacement garage has been sensitively designed taking into account the context of the site which comprises a number of other garages within the immediate vicinity.
- 5.10 The existing garages comprise varying designs with differing external materials and thus the scheme proposed here would not appear out of place.
- 5.11 The proposed garage would retain a similar footprint to the existing although it would include the additional single storey element to the rear which would accommodate a WC. The ridge height would be marginally lower than the existing garage and as a result the new building would not appear unduly prominent within the site.
- 5.12 Moreover, the council recently approved, under application ref 18/00991/FUL, a replacement double garage with storage above and external staircase on land to the rear of no. 112 Dale Street adjacent to the application site. This approved building measures 8.8m wide x 6.1m deep with an eaves height of 3.5m and a ridge height of 5.5m. Consequently, the scale and height of the application proposal on land to the rear of no. 110 Dale Street should be considered appropriate.
- 5.13 In addition, although the garage would be visible from the public realm, by virtue of the dual pitched roof it would replicate the design of the existing building and would respect the design and quality of other garages within the back street setting.



Existing garages viewed from Leach Street

- 5.14 Taking the above information into account the proposed height, size, scale and external materials would be acceptable and in compliance with the aims of the NPPF and policies DM1 and P3 of the Rochdale Core Strategy which collectively require high quality development which is in keeping with its context.

Impact on neighbouring amenity

- 5.15 Paragraph 130 point f) of the NPPF seeks to create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
- 5.16 Core Strategy policy DM1 (General development requirements) states that development will be expected to demonstrate that it does not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy; and that it mitigates against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access.
- 5.17 Core Strategy policy G9 (Reducing the impact of pollution, contamination and land instability) states that new development should not have impacts that lead to an unacceptable increase in air, water, noise, light or other pollution.
- 5.18 The application site shares a common boundary with nos. 106, 108, 110 and 112 Dale Street. To the south western side of the site is a back street which serves the rear of properties on Dale Street and the residential dwellings on Stonefield Street.



Existing garages and residential dwellings that front Stonefield Street

- 5.19 The footprint would be similar and the ridge height of the proposed garage would be marginally lower than the existing garage. Whilst the proposal includes a mezzanine level for additional storage no window openings are proposed that could potentially creating overlooking impacts or a loss of privacy.
- 5.20 Taking into account the design and location of the existing building the proposed replacement garage would not result in a material change to the residential amenities

of neighbouring occupiers by reason of visual intrusive, overbearing impacts, overshadowing or loss of privacy.

- 5.21 The existing garages are used for storage purposes and the applicant intends to continue with this use. The existing garage can accommodate at least five vehicles, however, changes to the entrance ensures that the building would only contain a maximum of four vehicles. As such, the development would not attract additional comings and goings or detrimentally impact on the highway.
- 5.22 As the development would not lead to an increase in comings and goings there would not be any noise or disturbances arising from the site that could be considered harmful to neighbouring amenities.
- 5.23 Moreover, given the location of the site within the Milnrow District Centre a certain level of background noise is already audible and thus, the proposed development would not adversely impact on the environment or human health caused by noise or light pollution.
- 5.24 In summary, the proposed replacement garage would be a neighbourly form of development that would comply with the overall aims of the NPPF and Core Strategy policies DM1 and G9 which collectively seek to protect the amenity of neighbouring occupiers.

Impact on highways

- 5.25 Paragraph 111 of the NPPF sets out that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.
- 5.26 Core Strategy policy T2 (Improving accessibility) states that development should be appropriately located to minimise the need to travel by car.
- 5.27 The proposed development seeks to replace an existing garage which is located within the Milnrow District Centre.
- 5.28 Whilst the proposal could be considered to reduce the amount of available parking spaces in the plot the site is suitably located in an accessible area to ensure that it would not result in harmful impacts on parking or access.
- 5.29 In summary, the proposed development would be compliant with the aims of the NPPF and with Core Strategy policy T2.

6.0 CONCLUSIONS

- 6.1 Given the above evidence the proposed scheme would be compliant with national and local planning policy and for the above reasons, it is politely requested that the application is approved with any conditions deemed necessary in relation to the case.

4th May 2023