**APPLICATION NUMBER: 22/00599/FUL**

# DELEGATED DECISION CHECKLIST AND REPORT

| APPLICATION NO. | CASE OFFICER | DATE |
|---|---|---|
| 22/00599/FUL | Rosalind Gralton | 14 June 2022 |

**Address:** Moto Birch Westbound Services M62 Jct 19 - 18 Haywood OL10 2QH

**Proposal:** Installation of a pre-fabricated changing places facility

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| **PUBLICITY** | **Weekly list expired?** | Y | **Site notice expired?** | N/A |
| | **Neighbour letters expired?** | N | **Press Notice expired?** | N/A |

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| **DELEGATION** | **Significant departure from local plan?** | N | **Contrary to national policy?** | N |
| | **Applicant a Council Member or officer?** | N | **Contrary to previous decision?** | N |
| | **Major with 10 or more objections and recommending approval?** | N | **Called in or Planning Panel objection?** | N |

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| **COMMENTS** | **Planning Panel comments received?** | N |
| | **Neighbour comments received?** | N |

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| **EIA** | **Screening opinion completed and saved to Onbase?** | N |

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| **CONDITIONS** | **Pre-commencement conditions proposed?** | N |
| | **Pre-commencement conditions agreed (or notification period expired)?** | N |

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|---|---|
| **RECOMMENDATION** | **APPROVE SUBJECT TO CONDITIONS** |

**CHECKED AND SIGNED OFF BY: JC DATE: 19/08/2022**

**SITE**

The site relates to Moto Birch Westbound on the M62. Existing structures on the site include a motel, a service station and a petrol filling station. A bridge links the site to the Eastbound service station.

**PROPOSAL**
Planning permission is sought for the erection of a pre-fabricated changing room unit, to fix onto the existing service station.

**RELEVANT PLANNING POLICY**

National Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Adopted Rochdale Core Strategy (CS):
**SO3** - **To improve design, image and quality of place**
P3 - Improving design of new development
G4 – Protecting Green Belt land
DM1 – General Development Requirements

Unitary Development Plan (UDP):
D5 – Infilling at major existing development sites
G/D/2 – Green Belt

**RELEVANT SITE HISTORY**
20/00683/FUL - Installation of 16 no. electric vehicle charging parking spaces on perimeter of existing car parking area – Approved 26/08/2020

Relating to the Eastbound site:
22/00603/FUL - Installation of a pre-fabricated changing places facility – Pending Consideration

**CONSULTATION RESPONSES**

United Utilities
No comments received to date

**REPRESENTATIONS**
None received

**ANALYSIS**
The key considerations to this application is design and residential amenity.

Principle of Development

CS Policy P3 states the requirement of all new developments to adhere to high standards of design. This is further emphasised in CS Policy DM1, stating 'all development proposals, including extensions and alterations, will be expected to demonstrate that they are compatible with surrounding land uses, do not adversely affect the amenity of adjacent users, …, provide, or demonstrate the availability of, the service and community infrastructure necessary to meet local needs'

Paragraph 126 of the NPPF shares this view, stating *'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.*' Further to this, paragraph 130 states planning decisions should *'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'.*

CS Policy G4 aims to protect the green belt from development, however stated it will *'encourage the continued operation of major developed sites in the Green Belt and support limited infilling and redevelopment where this maintains beneficial uses and does not harm the Green Belt.*' Furthermore, paragraph 137 of the NPPF states *'The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.'*

The application site relates to a motorway service station in Birch. The site is located within the green belt and identified within the Rochdale UDP as D/5 as an existing major developed site. The policy states *'limited infilling within the major existing developed sites, will be permitted provided that the development: (a) is relates to the continuing use of the site, (b) is contained within the boundary shown on the Proposal Map; (c) has no greater impact upon the purposes of including land in the Green Belt than the existing development; (d) does not lead to a major increase in the developed proportion of the site; and (e) does not exceed the height of the existing buildings on site'*

The proposal is for a pre-fabricated extension to the services to provide a changing room. The extension would be 3152mm in height and would appear subordinate to the main building. As such, the proposal would clearly relate to, and support the existing use, and would have no greater impact on the openness of the green belt than the existing development. The proposal would not impact the permanence of the green belt and would be beneficial to the use of the main building.

It is noted that an application for another of the same structure but within the services compound on the other side of the motorway (application reference 22/00603/FUL) has been submitted. These have both been considered and determined together, in order to ensure that any cumulative impacts are taken in to account. For the reasons outlined about, particularly the fact that the proposed development would be far smaller than the existing main buildings within each compound (much less than 1% of the total built volume), it is not considered that the proposals would give rise to any cumulative impacts on the Green Belt which would change the assessment already made.

Given the above, the proposal would therefore meet the requirements of saved UDP Policy D/5 and Rochdale CS Policy G4. On the above basis, the principle of the development would be acceptable in accordance with Rochdale Core Strategy Policy P3, DM1 and the NPPF.

Visual amenity

Paragraph 126 and 130 of the NPPF states 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.

The proposed pre-fabricated unit would measure 5386mm in depth, 3152mm high, and 5341 in width. The unit would be cladded in light timber, coated in a misty grey colour to appear in keeping with the existing building.

The proposals would be located largely out of public view, at the rear of the service station. The existing site presents no clear building line, and would be tied in with the servicing entrances to the building. As such, it is not considered the proposal would be at odds with the host building.

The materials would be considered acceptable in their context. As such, given the above, the proposed extension would have no unacceptable visual impact.

Residential Amenity

The proposed site is isolated within its context as a motorway service station, and there are no adjacent neighbouring properties of which the proposal would be a detriment to. No windows are proposed on the changing unit, and given the use of the proposal, the amenity of the user would not be harmed in anyway.

As such, the proposals would be in accordance with DM1 of the Rochdale CS, and would have no unacceptable amenity impact.

Highways

Relating to sustainable transport, Paragraph 111 of the NPPF states '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.'

Policy DM1 sets out the general development requirements and establishes that proposals should not adversely impact on highway safety. The proposal would not affect the existing car parking arrangements and would not introduce any new facility which would attract further vehicles into the site. As such the application is considered to be acceptable in terms of highway safety and in accordance with policy DM1 in this regard. There are no additional public safety concerns with the application and as discussed above the application is considered to be acceptable in terms of amenity.

**RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS**

1 The development must be begun not later than three years beginning with the date of this permission.

Reason. Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. This permission relates to the following plans and documents:-

Location Plan (ref: 7667_113)
Site Plan (ref: 7667_111 rev A)
Plan and Elevations as Existing and Proposed (ref: 7667_112 rev A)

and the development shall be carried out in complete accordance with these drawings hereby approved.

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with the policies contained within the adopted Rochdale Core Strategy, the saved Rochdale Unitary Development Plan and the National Planning Policy Framework.

3 The materials used in the construction of the exterior of the development hereby permitted shall match those detailed within the application form and as per annotated on drawing 7667_112 Rev A

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

**Procedure Statement**
The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively to issue the decision without delay.

**Notes for Applicant:**
None

Report Author Rosalind Gralton