

Application Number:	23/00178/HOUS
Location:	1 Newbold Hall Drive Rochdale OL16 3AG
Proposal:	New gate and fence following part removal of existing fence. Includes kerb dropping.
Applicant:	Shafquat Siddique
Case Officer:	Sam Yuen
Recommendation:	Grant subject to conditions

DELEGATION	Applicant a Council Member or officer?	N
	Contrary to previous decision?	N
	Called in or Planning Panel objection?	N

COMMENTS	Planning Panel comments received?	N
	Neighbour comments received?	Y

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

Location

The application relates to no. 1 Newbold Hall Drive, a two-storey detached dwelling located in a modern residential development in Newbold. The dwelling is sited in a corner plot at the junction with Belfield Lane and occupies a prominent position close to the entrance of the estate. It is adjacent to no. 3 Newbold Hall Drive and faces the highway to the south. The rear boundary of the curtilage borders the rear curtilages of no. 7 and 9 Newbold Hall Drive. The property is bounded by brick boundary walls and soft landscaping to the front and is sited on an elevated position to the highway, particularly along Belfield Lane, where it is supported by a large gabion wall.

Description of Proposal

Planning permission is sought for the construction of a vehicular access sliding gate to the front curtilage boundary following the partial removal of the existing front boundary treatments and landscaping. The proposed gate is sited to the south-east corner of the property and comprises of black railings which measures approx. 1.53m in height and 5.15m in width, alongside the addition of one brick pillar measuring 1.45m in height.

The application also seeks to construct a 1.5m-high timber fencing along the side curtilage boundary, adjoining the shared driveway of no. 3 and 5 Newbold Hall Drive.

Relevant History

23/00179/CPL - Certificate of lawfulness for proposed storage building - Grant

Township/Member comments

N/A

Consultee responses

Highways and Engineering

Highways raise no objection to this application, however the alterations to the adopted highway will need a separate approval by the Councils Highway team and this approval must be in place prior to works commencing in the highway.

Representations

Neighbour notifications via letters were sent to surrounding properties. One objection letter was received with the following concerns:

- ☐ The proposed fencing would result in restrictions in space for accessing vehicles on the adjoining driveway;
- ☐ The proposed fencing would create a blind spot and cause difficulties for vehicles to reverse in and out of the driveway;
- ☐ The proposed works would result in an unappealing appearance of the shared driveway.

Officer's Comments:

- ☐ Concerns regarding the impact of the proposal on parking provision and highway safety are addressed under the 'Highways and Parking' section of the report.
- ☐ Concerns regarding the design and appearance of the proposal are addressed under the 'Design' heading of the report.

Policy

National

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

Local

Saved Rochdale Unitary Development Plan (UDP) 2006:

G/D/1 Defined Urban Area

Adopted Rochdale Core Strategy (CS) 2016:

The Rochdale Core Strategy was adopted on 19th October 2016. The following policies are relevant:

P3	Improving Design of New Development
DM1	General Development Requirements
T2	Improving Accessibility
Appendix 5	Schedule of Parking Standards

Supplementary Planning Documents (SPD): Supplementary Planning Document 'Guidelines and Standards for Residential Development' (2016).

Amendments

Amendments were made to the materiality of the proposed front gate from the originally proposed solid metal gate to black metal railings.

Assessment

Design: DM1 and P3

- ☐ Paragraph 130 of the NPPF requires new development to be *“visually attractive as a result of good architecture, layout and appropriate and effective landscaping”* in addition to ensuring they are *“sympathetic to local character.”*
- ☐ Policy DM1 and P3 of the adopted Rochdale Core Strategy require development proposals to be *“of high quality design and take the opportunity to enhance the quality of the area”* and to *“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.”* In addition, Section 5.1 of the SPD states development proposals should be *“in keeping with the host property and generally should be subservient to it.”*
- ☐ The application seeks to construct a number of boundary treatments along the curtilage boundary, including a sliding front entrance gate and timber fencing delineating the side boundary of the host driveway. Whilst it is noted the proposed timber fencing would encroach the open aspect nature of the shared driveway, it would nonetheless be of a height and design consistent with timber fencing within the estate and thus would not constitute an overly obtrusive feature in the street scene.
- ☐ The host dwelling is located on an elevated position to the highway which slopes upwards towards the west and is enclosed by boundary treatments and landscaping. The proposed sliding gate would be sited at the base of the front curtilage adjoining the highway. Notwithstanding its considerable height and width, given the site context, the proposed gate would not appear dominant when read with the adjoining brick walls and shrubbery. On this basis, the visual impacts of the gate would be acceptable on balance.

- ☐ It is acknowledged amendments have been made to alter the proposed gate to black metal railings, the design and materiality of which would be similar to existing boundary treatments in the estate. Notwithstanding, suitable specifications of the proposed boundary treatments can be secured via condition as to ensure satisfactory levels of visual amenity.
- ☐ The proposed sliding gate and associated engineering works would require the partial removal of the existing shrubbery along the front boundary treatment. Notwithstanding, substantial remaining landscaping and trees would be retained and thus, the proposal is not considered to unduly harm the character and appearance of the street scene in this regard.
- ☐ The design of the proposal is therefore acceptable and accords with Policies DM1 and P3 of the adopted Rochdale Core Strategy, the SPD and the NPPF.

Amenity: DM1 and SPD

- ☐ Protection of residential amenity is considered under Policy DM1 of the adopted Rochdale Core Strategy, which states development proposals should ensure they *“do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy.”*
- ☐ The proposed works relates to boundary treatments to the front and side curtilage boundary of the host dwelling, the scale and height of which are not considered to pose significant overbearing and overshadowing impacts to neighbouring occupiers.
- ☐ Likewise, the proposed works are sited away from the front elevation of the host dwelling and would not affect the host occupants by means of loss of natural light and outlook.
- ☐ The proposal would not unduly impact on the amenity of the occupants of neighbouring properties in accordance with Policies DM1, the SPD and the NPPF.

Highways and Parking: DM1 and T2, Appendix 5

- ☐ Policy DM1 of the adopted Rochdale Core Strategy requires development proposals to *“provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location.”*
- ☐ By virtue of the set-back position of the proposed gate, the extended width of the amended access, and the retention of a 1x1m splay from the highway, the proposal would provide sufficient visibility and access for pedestrians and drivers. The Highway Officer also raised no objections to the proposed arrangements.
- ☐ With regard to parking provisions, whilst it is acknowledged the timber fencing would restrict the existing driveway space, off-street parking spaces of at least 2.66m width would be retained on both the host driveway and adjoining hardstanding. The proposed parking arrangements are therefore acceptable in accordance with Policies T2 and DM1.

Recommendation: Grant subject to the following 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. The permission relates to the following plans:

- ☐ Location Plan – received 13/09/2023
- ☐ Existing Site Plan – Drawing No. 22.2982.4C received 24/11/2023
- ☐ Proposed Site Plan, Elevations and Section Plans – Drawing No. 22.2982.2E received 24/11/2023

and the development shall be carried out in 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 and the National Planning Policy Framework.

3. No part of the development shall be occupied until details of the type, siting, design and materials to be used in the construction of boundary treatments, fencing and gate have been submitted to and approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.

Reason: In the interests of amenity and in compliance with Policies P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Article 35 Statement

The Local Planning Authority worked proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition.

INFORMATIVES

The applicant is reminded of the need to provide a standard vehicle access crossing which will require a separate permission from the Council as Highways Authority for the works. The works will be required to be approved and implemented in full prior to the first use of the approved development.

	Date	Officer
Report Completed	03/01/2024	Signed: SY
Authorisation	12/01/2024	Signed: RK

Report Author Sam Yuen