

APPLICATION NUMBER: 24/00047/HOUS

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Location:	300 Middleton Road, Heywood, OL10 2LG
Proposal:	Construction of a tarmac driveway, erection of two 1.8m high timber gates together with railings to existing front boundary wall. Alterations to fenestration on the front, side and rear elevations and the application of white render to all elevations (Part retrospective) - Re submission of 23/00532/HOUS
Applicant:	Mr Gavin Lynskey
Case Officer:	Bob Melling
DETERMINATION DATE 18.04.2024	EXT OF TIME
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?	N

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

Location

The application relates to no. 300 Middleton Road, a two-storey, detached dwelling fronting the A6046 and located within land designated as Green Belt. The dwelling, which dates to the 1930s, is located approximately 200m south of the Heywood Interchange and lies at the end of a run of detached and semi-detached dwellings of varying building ages and styles. The dwelling faces the highway to the east and is adjacent to no. 298 Middleton Road to the north with agricultural fields located to the south and west. The curtilage of the application property is enclosed by privet hedging and foliage reaching approximately 2m in height with a low level boundary wall to the front.

Description of Proposal

Part-retrospective permission is sought for the application of white render to all elevations at ground and first floor levels and several alterations to the existing

fenestration across the front, side and rear elevations. The submitted plans also include the erection of two sets of 1.8m high timber vehicular access gates along the front boundary, the addition of metal railings atop the existing front boundary wall and the formation of a tarmac driveway with an area of approximately 76m².

Relevant History

13/01042/HOUS Construction of decking within rear garden and formation of balcony to first floor rear elevation - retrospective
Grant

23/00532/HOUS Formation of tarmac driveway, erection of two sets of 1.8m high gates with railings atop the existing boundary wall, application of white render to all elevations at ground floor level, timber cladding to all elevations at first floor level, replacement of existing roof coverings with black tiles and alterations to existing fenestration on front side and rear elevations (part retrospective)

Refuse for the following reasons:

The introduction of new materials to the external walls of host property and replacement of the roof tiles with a new material would result in a discordant appearance that would fail to complement either the host property or the surrounding street scene. This would result in harm to the visual amenity and character of the area and be contrary to policies DM1 and P3 of the adopted Rochdale Core Strategy, the Council's adopted Supplementary Planning Document 'Guidelines and Standards for Residential Development' and the National Planning Policy Framework.

The proposed driveway and associated drainage system would not constitute sustainable drainage and would contribute to an increased risk of flooding by discharging rainwater runoff into the public combined sewer. As such, the proposal would not accord with policy G8 of the adopted Rochdale Core Strategy, saved policy EM/7 of the adopted Rochdale Unitary Development Plan and the National Planning Policy Framework.

Township/Member comments

N/A

Consultee responses

Highways And Engineering

Having reviewed the submitted plans it would appear that the proposed dwelling has adequate parking provision in line with Council standards.

The application site is on Middleton Road which is a classified Road therefore vehicles must be able to enter and leave the site in forward gear which means there should be adequate internal turning area for a standard sized family vehicle. The application has two vehicular access points therefore it has adequate internal facilities.

We have some concerns regarding the height of the gates and adjoining boundary however and its impact of driver visibility, however taking into account the existing access points are bell mouth and the low level of footway an objection on this basis will not be sustainable.

The servicing arrangements for the dwelling would remain unchanged.

If approved the development should not have any impact on road safety or highways capacity.

Highways raise no objection to this application, subject to the requested planning condition.

Lead Local Flood Authority/Drainage

At the site visit, I observed that permeable tarmac has been laid for the driveway, an acceptable sustainable drainage solution. The tarmac has pores within it, to allow some rainwater to enter. It would have been better for the correct subbase to have been laid i.e. Type 3 open graded gravel rather than Type 1 (which is not permeable). However, I have no objection to you providing a Decision Notice without any drainage condition.

Representations

Policy

National

National Planning Policy Framework (NPPF) – December 2023
National Planning Practice Guidance (NPPG)

Sub-Regional

Places for Everyone Joint Development Plan (PfE)

The Places for Everyone Joint Development Plan was adopted and became part of the statutory development plan for each of the 9 authorities covered by the plan on 21st March 2024. The following policies are relevant:

JP-P1	Sustainable Places
JP-S4	Flood Risk and the Water Environment
JP-G9	The Green Belt

Local

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
G8	Managing water resources and flood risk
T2	Improving Accessibility
Appendix 5	Schedule of Parking Standards

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

Amendments

An amendment was sought to retain the existing hanging tiles on the east- and south-facing elevations.

Assessment

Principle of Development - Green Belt

No extra volume has been created as the proposals relate to materials, the formation of hardstanding and the erection of gates. As such, it is considered that the proposal does not conflict with the openness of the Green Belt and the purposes of including land in it nor does it result in disproportionate additions over and above the size of the original building.

Design: DM1 and P3

Policy JP-P1 of the Places for Everyone Joint Development Plan (PfE) requires new development to be distinctive with a clear identify that: *“Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.”*

Policies 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 host dwelling is sited on a prominent end plot and is readily visible from the surrounding public vantage points on the highway, particularly along its south-facing gable elevation. This creates a heightened sense of exposure within the sightlines of Middleton Road, which is a busy thoroughfare.

The immediate locality is characterised by a mixed street scene of modestly-sized detached and semi-detached dwellings. Whilst there is some variation in building style, the use of similar walling and roofing materials on the vast majority of dwellings creates a balance and sense of symmetry, contributing positively to the character and appearance of the street scene.

Under the previous application (ref: 23/00532/HOUS) it was considered that the proposed use of three contrasting walling materials would combine to create a visually obtrusive and discordant feature within the street scene. This visual harm would be compounded by the replacement of the original rosemary clay roof tiles with black roof tiles.

To overcome the previous design concerns, the timber cladding would be removed and replaced with white render. The existing hanging clay tiles, which extend from the head of the first floor windows to the apex on the front and south-facing side elevations, would remain in situ. Whilst the use of white render across both the ground and first floor levels would be somewhat at odds with the character of the locality, it is considered that the simplified material palette would be an acceptable solution where render is used throughout the street scene. Most notably, the adjacent property, no. 298 Middleton Road, has white pebbledash render at first floor level and the remaining brickwork has been painted white. This would enable the application property to better assimilate with its surroundings.

Whilst the proposed 1.8m high vehicular access gates would not necessarily be in-keeping with the surrounding low-level front boundary treatments and lightweight gates, it is not considered that the proposed gates would result in undue visual harm given the substantial width of the front boundary and the height of the adjacent boundary hedging. Moreover, it is considered that the colour of the gates is acceptable and would help to mitigate any potential visual harm.

In respect of the proposed railings atop the existing boundary wall, it is again recognised that these would not be in keeping with the low level boundary treatments that are seen not only to the host property but along the surrounding street scene. Nonetheless, it is recognised that historically (as seen on historic Google street view images) there was a mature boundary hedge behind the wall, which reduced the openness of the site. Mature hedges are also seen elsewhere within the street scene. It is noted that the mature hedge has been removed from the site, however it has been replaced by new planting and as this matures it will soften the appearance of the proposed railings. As such, while the railings are a new feature to the street scene, it is not considered that they would be unduly harmful to the visual appearance of the property and this element of the application is considered to be acceptable.

For the avoidance of doubt, no concerns are had with the proposed alterations to the existing fenestration.

The scale and design of the proposal is therefore acceptable and accords with policies DM1 and P3 of the adopted Rochdale Core Strategy, the SPD, the PFE Joint Development Plan and the NPPF.

Amenity: DM1 and SPD

Given the nature of the proposals, it is not anticipated that the proposed development would give rise to any undue loss of residential amenity for nearby properties. In addition, the proposals would not affect the current levels of amenity enjoyed by the occupants of the application property.

As such, 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.”*

The submitted site plan indicates that the proposed dwelling would have adequate parking provision in line with Council standards.

The application site is on Middleton Road which is a classified road. Therefore, vehicles must be able to enter and leave the site in forward gear which means there should be adequate internal turning area for a standard sized family vehicle. The proposed dwelling has two vehicular access points. Therefore, it would benefit from adequate internal turning facilities.

Whilst some concerns were raised regarding the impact of the height of the proposed gates and adjoining boundary treatment on driver visibility, given the existing access points and low level of footway use, a refusal on this basis would not be sustainable.

The proposed parking arrangements are therefore acceptable and in accordance with policies T2 and DM1.

Flood Risk and Drainage

Saved policy EM/7 of the adopted Rochdale Unitary Development Plan and policy G8 of the adopted Rochdale Core Strategy require development proposals to prevent an increased risk of flooding and to ensure the satisfactory disposal of surface water. This includes the incorporation of appropriate measures for the management of surface and flood water, including Sustainable Urban Drainage Systems (SUDS).

The submitted site plan indicates the use of 'Ultiporous Tarmac' for the proposed driveway which is a permeable surfacing material and therefore would not require planning permission.

Nonetheless, given the previous reason for refusal, a site visit was undertaken with the Council's LLFA Officer where it was observed that permeable tarmac had been laid for the driveway, an acceptable sustainable drainage solution.

The proposed driveway and drainage solution are therefore acceptable and in accordance with policy G8, saved policy EM/7, the PFE Joint Development Plan and the NPPF.

Recommendation: Grant subject to the following conditions

1. Within 6 months of the date of this permission the timber cladding shall be removed from the property and replaced with white render as shown on drawing no. 054ROC-106A.

Reason. In the interests of visual amenity and to ensure timely removal of the unauthorised cladding and to accord with policies P1, P3 and DM1 of the Rochdale Core Strategy and the National Planning Policy Framework.

2. The permission relates to the following plans:

- Location Plan. Drg no. 054ROC-100
- Existing Site Plan. Drg no. 054ROC-101
- Proposed Site Plan. Drg no. 054ROC-102A
- Existing Plans. Drg no. 054ROC-103
- Existing Elevations. Drg no. 054ROC-104
- Proposed Plans. Drg no. 054ROC-105
- Proposed Elevations. Drg no. 054ROC-106A
- Proposed Boundary Treatment. Drg no. 054ROC-107

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.

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.

	Date	Officer
Report Completed	04/04/2024	Signed: BM
Authorisation	18/04/2024	Signed: RC

Report Author Bob Melling