

APPLICATION NUMBER: 22/01335/FUL

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.	CASE OFFICER	DATE
22/01335/FUL	Rosalind Gralton	17 November 2022

Address: 5-29 Alexandra Street/ 1-9 Siddall Steet/86-96 Manchester Road
Heywood OL10 2AS

Proposal: Erection of 1 x 2 metre high vehicle access free standing alleygate to side of 1 Siddall Street

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

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

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

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

RECOMMENDATION	APPROVE SUBJECT TO CONDITIONS
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CHECKED AND SIGNED OFF BY: JCO DATE: 08/12/2022

SITE

The site relates to an entrance between two rows of terraced properties that serves the rear access to properties on 1 Siddall Street

PROPOSAL

The proposal relates to the erection of 1 x 2 metre high vehicle access free standing alleygate to side of 1 Siddall Street

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Adopted Rochdale Core Strategy (CS):

SO3 Improving design, image and quality of place

P1 Improving Image

P2 Protecting and enhancing character, landscape and heritage

P3 Improving design of new development

DM1 – General Development Requirements

Unitary Development Plan (UDP):

G/D/1 – Defined Urban Area

RELEVANT SITE HISTORY

89/D22908 – Garage Extension to side of dwellinghouse – Withdrawn 19/05/1989

CONSULTATION RESPONSES

Not applicable.

REPRESENTATIONS

The application was publicised by way of neighbour notification. No responses were received.

ANALYSIS

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

Principle of Development

Paragraph 92 of the NPPF states 'Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas;'

Paragraph 130 states 'Planning policies and decisions should ensure that developments: 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.'

CS Policy C6 states the Council's aims to improve health and wellbeing by implementing an economic, physical and social environment which promotes and supports healthy lifestyles by seeking high quality design of buildings, streets and spaces to create neighbourhoods that are safe to use, easy to move through, adaptable and sustainable. Similarly, CS Policy P3 requires high standard of design by 'Incorporating design measures that design out crime and ensure developments and spaces are safe to use and access'.

The application site is located within the Defined Urban Area as designated under the Proposals Map of the Unitary Development Plan (UDP). New development, wherever possible and appropriate, should be concentrated within the urban area in order to support urban regeneration and to protect the countryside. The proposal is located on the existing site of the school, on existing hardstanding land and would be an alteration to the boundary treatment of the building.

On the above basis, the principle of the development would be acceptable in accordance with Rochdale Core Strategy Policy C6, P3, DM1, Saved UDP policy G/D/1 and the NPPF.

Visual amenity

Policy P2 of the Core Strategy acknowledges that enhancing and protecting the Borough's unique character can lead to improvements in quality of life and can also help to booster the visitor economy and inward investment. It states that the Council will protect and enhance the boroughs character, the distinctiveness of its town centres, housing areas and countryside and the qualities of its landscape.

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 proposals relate to 2m high vehicle access gates positioned at the entrance to the rear of 1 Siddall Street.

The applicant has submitted a design and access statement, detailing the requirement for the gates as a crime prevention and safety measure. The design of the gates are black vertical bars with a horizontal top and bottom rail. A disc lock is located centrally, 1m above ground level. A domestic residential bin would be able to fit through the alleygates, and would not negatively impact existing servicing arrangements.

The proposal would be visible from Siddall Street, and in glimpses, from Manchester Road. The streetscene is characterised by the rear elevations of terraced housing to Farm St and Manchester Road, while the site is adjoined to a single storey garage, attached to single storey bungalow infill dwellings further north west on Siddall Street.. While metal railings are not commonplace within the streetscene, given the proposed setback of the gates, it is not considered the proposed gates would have an unacceptable visual amenity impact.

Subject to the suggested conditions in respect of materials, the design of the proposal is acceptable and the application accords with the relevant parts of Core Strategy policies DM1 and P3, the SPD and the National Planning Policy Framework.

Residential Amenity

Paragraph 130 of the National Planning Policy Framework advises that planning decisions should always seek to secure a high standard of amenity for existing and future users.

The proposed gate would be sited to the side of 1 Siddall Street and at the junction with Manchester Road. The proposed gate would be set back from the front elevation and would not disrupt existing building lines. The gate would be sited back away from the rear elevations of 86 Manchester Road, and as such would not be wholly visible and would be considered acceptable with regard to residential amenity.

Given the above, it is considered that the proposals would not unduly impact the amenity of surrounding properties and the proposals would accord with the requirements of Policies DM1 and P3 of the adopted Core Strategy and the National Planning Policy Framework.

RECOMMENDATION

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:-

- '2m High Double Gate'
- 'Location Plan'
- 'Site Plan'

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 Core Strategy, the Unitary Development Plan and the National Planning Policy Framework.

3. The metalwork of the alleygates hereby approved shall be colour treated black RAL 9005 upon installation and shall be retained as such thereafter.

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.

