

Application Recommended for APPROVAL

Ward(s): Gawthorpe, Queensgate, Bank Hall, Rosehill with Burnley Wood
AND Lanehead

Full Planning Applications for various alleygating schemes.

APP/2017/0016 – 2no. sets of 2m high gates

REAR OF 66-106 RUSSELL TERRACE, 55-95 STOCKBRIDGE ROAD & 27 PENDLE STREET, PADIHAM

APP/2017/0017 – 2no. sets of 2m high gates

REAR OF 4-24 RAWSON STREET & 2-34 SHARP STREET, BURNLEY

APP/2017/0018 – 3no. sets of 2m high gates

REAR OF 2-30 ACRE STREET, 1-41 QUEEN VICTORIA ROAD & 48-60 THURSBY ROAD, BURNLEY

APP/2017/0019 – 3no. sets of 2m high gates

REAR OF 1-23 REYNOLDS STREET, 2-12 ROMNEY AVENUE & 184-210 MANCHESTER ROAD, BURNLEY

APP/2017/0020 – 3no. sets of 2m high gates

REAR OF 71-101 PARLIAMENT STREET, 1-21 BRANCH ROAD & 59-96 PLUMBE STREET

APP/2017/0021 – 3no. sets of 2m high gates

REAR OF 3-27 WILTON STREET, 2-22 QUEEN VICTORIA ROAD & 189-199 BRIERCLIFFE ROAD, BURNLEY

APP/2017/0022 – 3no. sets of 2m high gates

REAR OF 12-44 BRENNAND STREET & 2-18 BRACEWELL STREET BURNLEY

APP/2017/0023 – 3no. sets of 2m high gates

REAR OF 81-101 QUEEN VICTORIA ROAD, 1-25 VINCIT STREET & 118-140 BROWHEAD ROAD, BURNLEY

Background:

Alleygating refers to the closure of an alley by the installation of a removable barrier to access (e.g a locked gate) and/or the installation of a permanent structure.

These applications relate to further gates being erected under the Council's alleygating programme. Under this programme, the back street does not become a private way or legal enclosure. Each resident is given a key to gain access and utility companies will also have access. The gates will be opened by the residents on bin collection days.

Alleygating schemes aim to prevent potential burglars and other trespassers from accessing the rear and side of properties by erecting lockable metal gates in alleyways or footpaths shared by a number of houses.

The applications are on the agenda as the Council is the applicant.

An objection has been received to APP/2017/0020.

Relevant Policies:

Burnley Local Plan Second Review

GP3 – Design & Quality

GP9 – Securing and Planning Out Crime

H8 – Environmental Improvements in Existing Residential Areas

Site History:

No relevant history

Consultation Responses:

LCC Highway Authority

In respect of the alleygating applications in various locations and subject to the correct consultation procedures having been carried out the highway authority raise no objections to the proposal on highway grounds.

For clarification purposes the alleygating does not extinguish highway rights that exist on the back alley albeit access will be restricted to key holders.

APP/2017/0019 – whilst no objections are raised to the proposal in principle, unlike the majority of the alley gate applications there is a triangular courtyard area which would appear to be used for parking. If this parking is to continue then the gates would need to be set back at least 5m from the back of the footway to allow vehicles to pull clear of the highway whilst the gates are opened.

Response - Streetscene Department agree with above comments and have confirmed in writing that the gates will be erected as per highway authority's request.

Objections have been received from residents raising the following concerns:

APP/2017/0020

- Resident has a garage on private land and gates will restrict access.
- Opening and closing gates to access garage is exhausting.
- Will feel isolated.

All resident will have full access to the rear garages and the situation would not be any different apart from being safe & secure.

APP/2017/0020

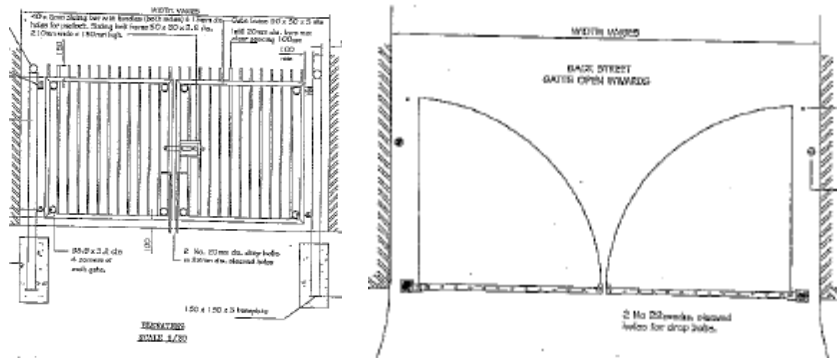
- Inconvenience to access rear garages
- Gates will be left open due to frequent coming and goings from garages

Residents in support of application:

APP/2017/0019 - A supporting email has been received by a resident who supports the application and believes it will make the area safer.

Planning and Environmental Considerations:

The main consideration is the design and appearance of the gates. All the proposed gates to be galvanised steel, powder coated in black. They are designed in a simple style, with vertical railings but without horizontal bars in order to prevent unauthorised access (see below drawing). The gates are designed to prevent them being opened outwards over the adjacent highway.



The gates are designed to fit in with their surroundings, being of a height which is unlikely to exceed that of the walls to which they will be attached. They will therefore blend into the streetscene fairly easily. For this reason, there will also be no adverse impact upon residential amenity.

The proposals will have a positive impact upon crime reduction, by preventing free access to the rear yards of the properties and therefore reducing the opportunity for burglary or anti-social behaviour in the rear alleys.

Conclusion

The proposals are in keeping with the character of the area and have no adverse impact on amenity, and a positive impact on reducing opportunities for crime. The design is acceptable, and the proposal is not therefore contrary to policy.

Recommendation:

That the applications be approved subject to the following conditions:

Conditions

1. The development must be begun within three years of the date of this decision.
2. The development hereby permitted shall be carried out in accordance with the submitted approved plan.

Reasons

1. Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.