

For and on behalf of
Cornerstone Place

Planning Statement

Land at Whitworth Road/Grasmere Street, Rochdale

**Prepared by
DLP Planning Ltd
Rugby**

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1.0 INTRODUCTION

- 1.1 This Planning Statement (Statement) has been prepared by DLP Planning Ltd (DLP), on behalf of Cornerstone Place, in support of a full planning application for the provision of 14 purpose-built homeless and support accommodation units (Use Class C3) and associated landscaping on vacant land to the west of the A671 Whitworth Road in Rochdale.
- 1.2 This application follows pre-application discussions (PREAPP/00135/21) where written advice was received from Rochdale Borough Council on 11th January 2022 in relation to the proposals. The advice received is summarised in Section 3.0 below.
- 1.3 The scheme has been developed in conjunction with a Rochdale-based homelessness charity, Stepping Stone Projects, who propose to operate the facility once complete.
- 1.4 The site comprises previously developed land and is located in a highly sustainable location within close proximity to services and facilities, and therefore constitutes a suitable and sustainable windfall site. In this regard, the principle of residential development on the site is considered acceptable.
- 1.5 This Statement describes the site and its setting, summarises the planning history of the site, and the relevant planning policy context for the purposes of decision making. It then sets out how the proposals would be in accordance with the National Planning Policy Framework (the Framework) and both adopted and emerging local planning policy.
- 1.6 The purpose of this statement is to bring all of the key planning related matters together in one place and to assess the proposal against relevant planning policies. However, it is important that the Statement is not read in isolation. It forms one part of a comprehensive package of documents and drawings, which when considered together, support the application. This Statement should therefore be read in conjunction with the following plans and technical documents:
- Application Forms;
 - Site Location Plan (Drawing no. WHI-TRI-ZZ-ZZ-DR-A-2000-P01);
 - Proposed Site Plan (Drawing no. WHI-TRI-ZZ-ZZ-DR-A-3500-P03);
 - Proposed Street Elevations (Drawing no. WHI-TRI-ZZ-ZZ-DR-A-3201-P01);
 - Proposed 3D Perspectives (Drawing no. WHI-TRI-ZZ-ZZ-DR-A-3501-P01);

- Proposed Boundary Treatments Plan (Drawing no. WHI-TRI-ZZ-ZZ-DR-A-3011-P02);
- Site Constrains Plan (Drawing no. WHI-TRI-ZZ-ZZ-DR-A-3001-P01);
- Block A Plans (Drawing no. WHI-TRI-Z1-ZZ-DR-A-3511-P02);
- Block A Elevations (Drawing no. WHI-TRI-Z1-ZZ-DR-A-3512-P02);
- Block B Plans and Elevations (Drawing no. WHI-TRI-Z2-ZZ-DR-A-3521-P02);
- Block C Plans and Elevations (Drawing no. WHI-TRI-Z3-ZZ-DR-A-3531-P02);
- Covering Letter;
- Design and Access Statement;
- Preliminary Ecological Appraisal;
- Ecological Management Plan;
- Biodiversity Net Gain Report;
- Transport Statement;
- Travel Plan;
- Crime Impact Statement;
- Daylight and Sunlight Report;
- Arboricultural Report;
- Phase 1 Ground Investigation Report;
- Outline Drainage Strategy; and
- Energy and Sustainability Statement.

2.0 SITE DESCRIPTION AND CONTEXT

The Proposed Development Site

- 2.1 The application site (Figure 1) comprises three plots of land totalling some 0.135 hectares (ha) of brownfield land with access taken off both Grasmere Street, which adjoins the A617 Whitworth Road and Derwent Street to the west. The site also includes a car park to the north.

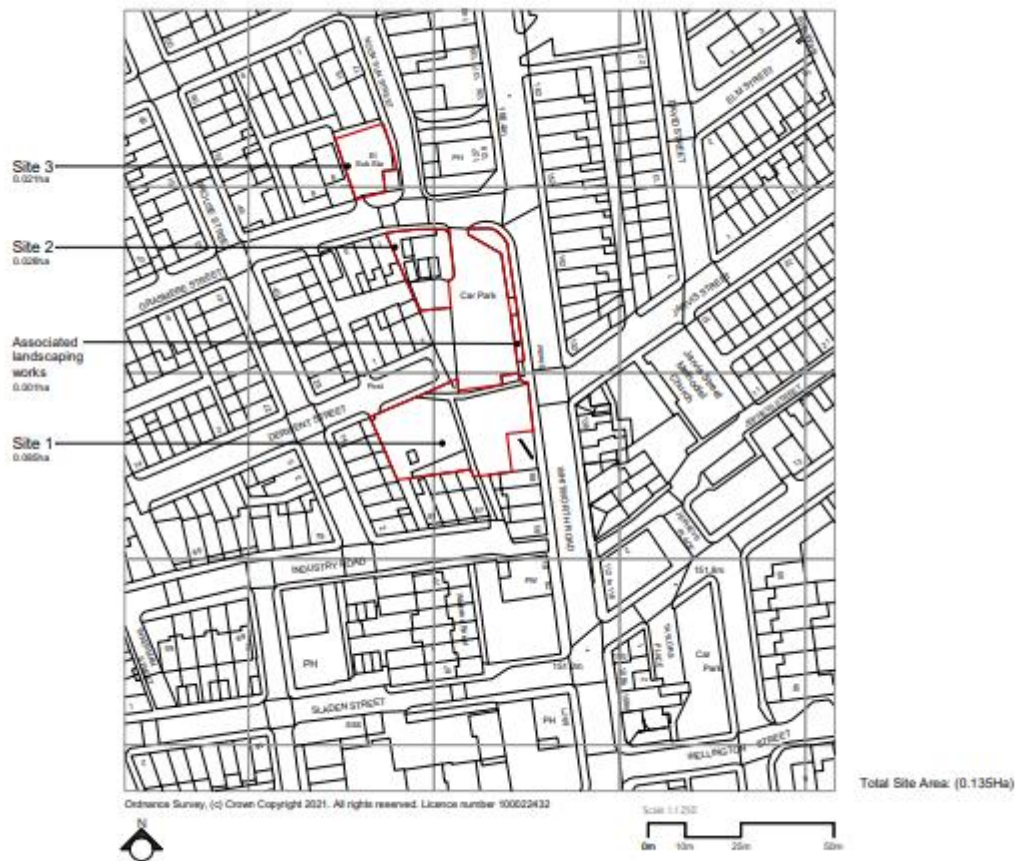


Figure 1 - Site Location Plan

- 2.2 Site 1 (0.085ha) is currently a disused area of greenspace and a former children's play area. Site 2 (0.028ha) is occupied by four dilapidated garages that fall under the ownership of the Local Authority. Site 3 (0.021ha) is currently used as an informal car park and houses an electricity sub-station. Whilst this planning application covers three sites, as shown above, they are referred to collectively as "the site" within this Statement.

- 2.3 Taken as a whole, given the wider existing use as a public car park, the site comprises a significant expanse of hardstanding; however, it does contain some small pockets of green space, which given their limited extent and sporadic positioning are considered to offer little by way of amenity or recreational value.
- 2.4 Boundary treatments on site consist of very sparse tree planting along the eastern boundary with Whitworth Road and the northern boundary with Grasmere Street to the extent that they are open in nature. Residential curtilages form the western and southern boundaries.
- 2.5 The site is bound by the A671 Whitworth Road to the east and Grasmere Street to the north. The surrounding areas to the south and west are characterised predominantly by terraced residential properties. Whitworth Road contains a variety of commercial premises. As such, the site's immediate context is one of mixed use.
- 2.6 In accordance with the Environment Agency Flood Map for Planning, the Application Site is located in Flood Zone 1, meaning there is a low risk of flooding.
- 2.7 The site is not located within a notifiable distance of a Site of Specific Scientific Interest (SSSI), nor an Area of Outstanding Natural Beauty (AONB), and there are no known Tree Preservation Orders, either on trees within the site or the wider area.

The Site Location

- 2.8 The site benefits from a range of nearby services and facilities within walking distance. These include but are not limited to; Whitehall Street Clinic, Texaco and Nisa Local, Kwik Fit, The Food Warehouse (by Iceland), Rochdale Infirmary, Greenbank Primary School, various takeaways, public houses and restaurants, and retail options.
- 2.9 The nearest northbound bus stop is located to the immediate west of the site along the A671 Whitworth Road. The nearest southbound bus stop is located either 122 metres to the north or 125 metres to the south of the site along the A671 Whitworth Road. The bus stops are served by Routes 464, 862, 867 and 999 and the R9 Rochdale Runners. Services are provided to Accrington and Rochdale.
- 2.10 In the immediate vicinity of the site, there is an advisory cycle lane along the A671 Whitworth Road in a northbound direction. National Cycle Route 66 lies approximately 215 metres to

the east of the site which extends from Manchester city centre to Spurn Head in Yorkshire via Bradford, Leeds, York, Beverley, and Kingston upon Hull, and is a combination of traffic-free and on-road routes in the vicinity of the site.

2.11 Pedestrian footways are provided along both edges of the A671 Whitworth Road and Grasmere Street in the vicinity of the site. A signalised crossing point is provided approximately 45 metres to the south of the site along the A671 Whitworth Road. This forms part of a key desire line for residents to the east of the A671 Whitworth Road, as it connects directly to Industry Road which has been stopped up at its eastern end.

2.12 In the above context, the site is located within a highly sustainable location.

3.0 RELEVANT PLANNING HISTORY

- 3.1 Rochdale Borough Council's planning portal records indicate there to be no relevant planning history on the site.

PREAPP/00135/21

- 3.2 Pre-application advice was received from the Council on 11th January 2022 for the provision of purpose built homeless and support accommodation at the site. The advice can be summarised as follows:
- 3.3 Regarding the principle of the proposed development, the Council concluded that in this location it can be considered acceptable given its location within the Defined Urban Area and status as previously developed land.
- 3.4 Extensive discussions were had regarding the design and layout of the proposed development. The latest designs submitted to the Council were considered broadly acceptable; however, it was advised that particular care be taken for the boundary treatments.
- 3.5 Notwithstanding the above, the Council advised, having not yet had sight of a fully worked through revised scheme, that the potential negative impacts of the development on residential amenity could not be fully assessed. As detailed within this Statement and supporting technical reports, the site is not subject to any technical constraints that should preclude the development as proposed.

4.0 PROPOSED DEVELOPMENT

4.1 This planning application submission relates to for the provision of 14 purpose-built homeless and support accommodation units (Use Class C3) to the west of the A671 Whitworth Road in Rochdale.

4.2 Whilst the scheme does not propose staff accommodation, there is provision for a management office within Block A, which would be staffed on rotation.

Housing Mix

4.3 The scheme would comprise the following blocks;

Block	Building Type	Number of units
Block A	Two-storey	8
Block B	Two-Storey	4
Block C	Bungalow	2

4.4 Each unit of accommodation benefits from a living room, kitchen / dining area and bathroom. One unit within Block A comprises two bedrooms. The number and type of units prescribed above are reflective of the residential densities in the area and meet nationally prescribed space standards

Layout

4.5 With regards to the layout, the three separate blocks have been laid out so as to provide increased surveillance opportunities for the existing car park on Whitworth Road, and also Noon Sun Street, which is currently just a through road with very little overlooking and having suffered incidents of crime and disorder. Active frontages to the blocks will also increase surveillance.

4.6 The public footpath along the frontage of Block A linking to Derwent Street will be realigned slightly and widened. Pedestrian and vehicular routes around Blocks B and C will remain unchanged.

4.7 Block A will front Derwent Street and a rear alleyway will effectively be created on the southern and western sides of the block, so as to maintain access to the rear of the residential

properties on Industry Road and Grouse Street.

- 4.8 Block B will replace the current unsightly timber sheds/garages and will form a continuation of the existing residential properties on Grasmere Street, albeit separated by a secure yard.
- 4.9 Block C will also form a continuation of the existing residential properties on Grasmere Street, with an entrance also on Noon Sun Street. A short alleyway will be created at the rear where it backs onto existing residential properties in Medley Street, because an existing alley gate provides access to the rear of other properties on this street.
- 4.10 External secure bin stores will be provided for all three blocks.
- 4.11 Provision for the storage and security of bicycles will also be provided for Block A residents in a well overlooked position within the secure yard.
- 4.12 Two trees are to be removed to facilitate the development one in poor condition (T5) and the other in good condition (T1). Additionally, T3 and T4 will be felled and replaced with trees in good condition. Despite losing two trees, three trees will be planted (T6, T7 and T8) resulting in a net increase of one tree.

Design

- 4.13 Following extensive discussions during the pre-application process with the Council, the overall design of the development was revised in accordance with comments received.
- 4.14 The primary visual strategy that arose from the pre-application process was to take cues from this context, maintaining two-storey building form with 30° pitched roofs, and traditional appearance such as facing brickwork and slate roof tiles.
- 4.15 The aesthetic of the proposed development takes cues from this history and abstracts it into new forms. The oversized window cills and lintels are echoed in the new elevations, but whereas the Victorian cills projected to add depth, these contemporary cills sit flush. And, whereas the Victorian lintels and cills were formed in contrasting colours, the new lintels and cills inherit the tone and colour of the surrounding brickwork, thereby subtly emphasising the change in rhythm and proportion between brickwork coursing and larger stone elements
- 4.16 Notwithstanding the above, full details on the design rationale can be found within the

accompanying Design and Access Statement.

Boundary Treatments

- 4.17 As detailed on the Proposed Boundary Treatments Plan (Drawing no WHI-TRI-ZZ-ZZ-DR-A-3011), six different types of boundary treatments are proposed.
- 4.18 For Block A, a full height metal railing will be installed to the rear and western boundary, a half-height metal railing will be installed on the front elevation and defensive planting will be incorporated on the eastern boundary.
- 4.19 For Block B, to the rear will be a combination of defensive planting and full height, deep profile privacy railings. The northern boundary will be a combination of full height close boarded timber fence and half height metal railings. Eastern boundary will comprise defensive planting.
- 4.20 For Block C, the northern boundary, in this case the rear, will be closed off by full height close boarded timber fencing. The eastern and southern boundary will comprise half height metal railings.

Parking

- 4.21 There would be no dedicated vehicle parking on site, however there would be 9 Sheffield type cycle standards provided to the west of Block A.
- 4.22 Based upon the end users of the site, it is likely that the only demand for car parking would be that of staff and visitors. Given the site is served by excellent public transport links and there is walking / cycling infrastructure in the immediate vicinity of the site, it is unlikely that all (up to 5) staff would drive to the site.
- 4.23 The demand for a maximum of 5 parking spaces at any given time should be satisfactorily accommodated on-street in the vicinity of the site. Alternatively, the Grasmere Street car park would also be retained as part of the proposals, and therefore offers ample opportunity for visitors to park adjacent to the site.
- 4.24 Justification for vehicle parking arrangements can be found within the supporting Transport Statement.

Refuse

- 4.25 The site would be serviced by kerbside refuse collections, which accords with the prevailing highway conditions. There would be no requirement for refuse vehicles to enter the sites.

5.0 PLANNING POLICY CONTEXT

- 5.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004 (The Act) requires that the determination of planning applications and appeals is undertaken in accordance with the development plan, unless material considerations indicate otherwise.

Development Plan

- 5.2 For the purposes of this application the development plan comprises the following:
- Rochdale Core Strategy (CS) (2016);
 - Rochdale Borough Unitary Development Plan (UDP) (2006).
- 5.3 The Core Strategy for Rochdale Borough was adopted on 19 October 2016. It is the lead document in the Development Plan. All other documents that make up or support the Development Plan need to meet the vision, strategies and policies outlined in the Core Strategy.
- 5.4 The UDP was prepared and adopted before the publication of the National Planning Policy Framework (2021), and does not fully comply with the aims and objectives of the Framework. Therefore, in accordance with paragraph 219 of the Framework (2021), the weight that may be accorded to the relevant policies depends on their degree of consistency with the Framework.

Rochdale Core Strategy (2016)

- 5.5 Having regard to the CS, so far as policies relevant to the determination of this application are concerned, the following are highlighted:
- 5.6 **Policy SP2 (The Spatial Strategy for the borough)** – This policy seeks to direct development to where there is good access to existing facilities and infrastructure, the motorway corridor, public transport facilities.
- 5.7 **Policy C1 (Delivering the right amount of housing in the right places)** – This policy seeks to provide land to deliver at least 460 net additional dwellings per year up to 2028 to assist in the creation of successful, inclusive and mixed communities and meet the housing needs of the borough.

5.8 The proposal will make an important contribution to delivering the number of homes prescribed in policy C1. Given the form of accommodation proposed, it will also serve to create more diverse communities and address an acute need for homeless accommodation in the locality.

5.9 **Policy C3 (Delivering the right type of housing)** – This policy refers to the importance of widening housing choice will have in meeting the needs of existing residents, help to attract new residents and is a key to supporting economic growth and prosperity, achieved through the following:

- *Ensure new development provides housing types that take account of local needs and aspirations;*
- *Ensure that the supply of larger and higher value housing in the borough is improved;*
- *Require a high standard of design and layout that produces attractive places and takes account of energy efficiency and climate change;*
- *Promote densities that make efficient use of land whilst delivering a range of housing to widen choice in the borough and reflect local character; and*
- *Support the provision of housing on appropriate sites to meet the needs of specific groups including older people and other vulnerable groups.*

5.10 **Policy P1 (Improving image)** – This policy broadly sets out the importance of new developments adopting a high level of design to improve the image of the borough which in turn will introduce various social and economic benefits.

- *Requiring design which is of a high standard, demonstrating innovation and originality; and*
- *Promoting the development and re-use of under-used land and buildings, maximising the potential for heritage assets to provide a sense of place and image.*

5.11 **Policy P3 (Improving design of new development)** – This policy requires all new developments, including associated landscaping, regardless of location in the borough, to adhere to high standards of design.

5.12 **Policy G1 (Tackling and adapting to climate change)** – This policy seeks to address climate change and ensure growth does not increase CO2 emissions. New developments will be expected to:

- *Be zero carbon in line with national targets and definitions;*
- *Adhere to the 'energy hierarchy' as outlined in policy G2, being designed in such a way that ensures that buildings require the minimum amount of energy to function over their lifetime;*
- *Reduce CO2 emissions through the use of renewable and low carbon decentralised energy technologies and networks. This will be through both on-site provision in new developments and through connection to local networks;*
- *Address the impacts of climate change by incorporating comprehensive adaptation measures.*

5.13 **Policy G2 (Energy and new development)** – All new development will be expected to adhere to the energy hierarchy to the extent that policy G2 reflects national policy, targets and requirements for that type of development.

5.14 **Policy G7 (Increasing the value of biodiversity and geodiversity)** – This policy seeks to ensure that sites and features of biodiversity and geodiversity importance are given full and appropriate recognition and protection. Opportunities for enhancing biodiversity and geodiversity, creating new sites and features of interest and improving opportunities for public enjoyment will be supported. No development should result in a net loss of biodiversity or geodiversity interest in the borough and overall development in the borough should result in a net gain.

5.15 **Policy G8 (Managing water resources and flood risk)** – This policy seeks to ensure that new development does not lead to any form of increased flooding locally or further downstream, does not impede natural water and flood risk management, is not detrimental to existing or potential flood storage areas, contributes where possible to alleviating existing flood risk, is itself well protected from flood risk and ensures prudent use of water resources.

5.16 **Policy G9 (Reducing the impact of pollution, contamination and land instability)** – This

policy seeks to reduce all forms of pollution, contamination and land instability in the borough.

- 5.17 **Policy T2 (Improving accessibility)** – This policy seeks to improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility

Rochdale Borough Unitary Development Plan (2006)

- 5.18 **Policy G/D/1 (Defined Urban Area)** – The site forms part of the Defined Urban Area as defined on this plans proposals map.
- 5.19 **Policy EM7 (Development and Flood Risk)** – Development will not be permitted in areas identified as flood plains, or other areas where development could contribute to increased flood risk, unless an appropriate flood risk assessment has been carried out.
- 5.20 **Policy EM8 (Protection of Surface and Ground Water)** - Development likely to pose an unacceptable risk to surface water and ground water quality, or to water supply will not be permitted.

Other Material Considerations

- 5.21 The following policy documents fall within the heading of ‘Other Material Considerations’:
- National Planning Policy Framework (July 2021);
 - Guidelines and Standards for Residential Development (June 2016); and
 - Oldham and Rochdale Urban Design Guide (Design Principles) (Sept 2007).

National Planning Policy Framework (July 2021)

- 5.22 In July 2021, the Government published the revised Framework which sets out its requirements for the planning system in seeking to ensure sustainable development. The Framework, whilst not prescriptive, is however material to the consideration of all planning proposals and seeks positively to encourage new development. At its heart it provides a ‘*presumption in favour of sustainable development*’.

- 5.23 The proposal is considered to constitute a sustainable form of development for which the benefits would be significant and would not be significantly and demonstrably outweighed by any adverse impacts, as no adverse impacts have been identified.
- 5.24 Achieving sustainable development means that the planning system has the below three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways.
- 5.25 **Section 2- Achieving Sustainable development:** Paragraph 11 of the Framework states that plans and decisions should apply a presumption in favour of sustainable development. For decision taking this means:
- *approving development proposals that accord with an up-to date development plan without delay; or*
 - *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
- 5.26 **Section 5 - Delivering a sufficient supply of homes:** Paragraph 60 of the Framework sets out that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 5.27 **Section 9 - Promoting Sustainable Transport:** Paragraph 110 states that in assessing sites may be allocated for development in plans, or specific applications for development, it should be ensured that:
- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

- 5.28 Paragraph 111 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.
- 5.29 **Section 11- Making effective use of land:** Paragraph 119 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 5.30 Additionally, paragraph 120 part (c) states substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.
- 5.31 **Section 12 - Achieving well-designed places:** Paragraph 126 states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. 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.

Guidelines and Standards for Residential Development (June 2016)

- 5.32 The purpose of this document is to assist in the process of ensuring high quality design for residential development throughout the Borough and to supplement the Development Management policies contained within the adopted Unitary Development Plan and emerging Core Strategy.
- 5.33 Relevant to this application is Section 4 'New Residential Development' more specifically space standards. Proposals should avoid causing a significant loss of privacy and/or light for occupiers of neighbouring dwellings. Therefore, the following minimum space standards will be applied to all new residential developments and developments which affect existing residential properties:
- 21m between directly facing principal windows of habitable rooms, at an upper floor level and 10.5m between a principal window at an upper floor level directly facing the boundary of the curtilage.

- 14m between a principal window and any directly facing two storey elevation which does not contain a principal window to a habitable room.
- 10m between a principal window and any directly facing single storey elevation which does not contain a principal window to a habitable room.

5.34 Exceptions to these minimum space standards may be acceptable in some circumstances and applications will be considered on their individual merits. For example, where the character and density of the surrounding area would be best preserved by reduced distances and this would not detract from the general levels of privacy and amenity typical in the area.

Oldham and Rochdale Urban Design Guide (Design Principles) (Sept 2007)

5.35 This Urban Design Guide expands on local planning policies and sets design principles for all types of development with the Boroughs of Oldham and Rochdale. These principles identify what development should do to achieve design quality.

5.36 The Principles:

- Character: Enhancing identity and sense of place
- Safety and inclusion: Ensuring places are safe, secure and welcoming for all
- Diversity: Providing variety and choice
- Ease of movement: Ensuring places that are easy to get to and move through
- Legibility: Ensuring places can be easily understood
- Adaptability: Anticipating the need for change
- Sustainability: Minimise the impact on our environment
- Designing for future maintenance: Designing buildings and spaces so that their quality can be maintained over time

- Good streets and spaces: Creating places with attractive outdoor spaces
- Well-designed buildings: Constructing sustainable buildings appropriate to their function and context

5.37 The accompanying Design and Access statement details how the proposals comply with this document.

6.0 PLANNING ASSESSMENT

- 6.1 The purpose of this section is to address key planning policy themes in more detail, and to weigh in the balance, in succinct terms, the benefits of the development considered against any harm that can be identified.

Principle of Development

- 6.2 The Spatial Strategy for the borough (Policy SP2) seeks to direct development to where there is good access to existing facilities and infrastructure. It is considered that the site, of this size in a prominent location along a major arterial route/ transport corridor in the city, is underutilised in its current form as a free car park and disused play area. This perception was reinforced when undertaking a site visit, which showed significant capacity in the carpark as well as instances of vandalism in the playground to the southwest of the site.
- 6.3 As detailed within Section 2 of this Statement, the site benefits from excellent access to nearby services and facilities, including public transport and all within walking distance. It is anticipated that those occupying the accommodation will likely not own nor have access to vehicles, hence strong public transport links and community facilities/ services within walking distance are imperative. The site's position on Whitworth Road satisfies this notion and represents a wholly appropriate site on which to provide accommodation of this nature.
- 6.4 In addition, Policy C3 emphasises the importance of widening housing choice in meeting the needs of residents especially the homeless.
- 6.5 There are high rates of homelessness within the wider city-region, however, on a more granular level, homelessness presentations in Rochdale Borough are very high and increasing post Covid-19. Given the nature of the accommodation and integrated management supervision for future residents, the proposal would contribute to addressing local homelessness, which according to numerous independent data sources, exceeds the national average.
- 6.6 The development proposal comprises general needs accommodation (and so addresses key social issues facing a particularly vulnerable group). In this regard, the proposal represents a much-needed diversification in housing provision which should weigh in favour of the application.

- 6.7 Notwithstanding the above compliance with local planning policy, the proposals is in accordance with the Framework aspirations to deliver homes on previously developed land. Paragraph 120 part (c) states substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs.
- 6.8 In light of the above, the site comprises previously developed land and is located in a highly sustainable location within close proximity to services and facilities, and therefore constitutes a suitable and sustainable windfall site. In this regard, the principle of residential development on the site is acceptable.

Design

- 6.9 The proposal provides residential units at a density that is commensurate with the prevailing built form, as well as satisfying a clear demand that exists locally and within the wider borough of Rochdale.
- 6.10 Given the varying land use context surrounding the site, there is no defined prevailing character evident. Despite this, the proposal reflects the proportions of neighbouring built form by adopting a considerate scale and massing that is not disproportionate or overbearing.
- 6.11 The development proposal adopts a high standard of design that will significantly enhance the character of the area. The design maximises the available underused land to create well designed buildings without being unduly dominant in the wider street scene. The proposed buildings would improve the image of this part of Whitworth Road as well as creating a sense of place as described within the Design and Access Statement.

Residential Amenity

- 6.12 With regards to residential amenity, development proposals should be compatible with surrounding land uses and not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy.
- 6.13 During the pre-application process with the local planning authority it was recommended that a daylight and sunlight impact assessment on the buildings surrounding Block A was carried out.
- 6.14 The Daylight and Sunlight Impact Statement submitted in support of this application

concluded that the proposed new development will not have a significant effect on any of the surrounding buildings with regards to daylight or sunlight.

- 6.15 With regards to separation distances, these are considered acceptable given the generally dense urban grain in this particular location.

Transport and Movement

- 6.16 As detailed within the supporting Transport Statement, the proposed development is considered to be in an excellent location for future staff and residents to travel by sustainable modes, with frequent bus services located within a comfortable walking distance. The proposals would provide a direct and easy route for residents / staff to connect into the existing infrastructure located in the vicinity of the site.
- 6.17 In addition, a review of 5 year historic accident data records confirms that there has been no cluster of incidents occurring in the immediate vicinity of the site. It can be concluded that there are no existing highway safety problems, and that the proposed development should not give rise to an unacceptable impact on highway safety in accordance with Paragraph 111 of the framework.
- 6.18 In terms of traffic generated by the site, it has been demonstrated that there would be minimal vehicle trips associated with the land use. In terms of parking demand, the Transport Statement has clearly demonstrated that there is ample opportunity for staff / visitors to park on the surrounding public highway or the adjacent retained Grasmere Street car park.
- 6.19 In the above context, having due regard to the Framework, the Transport Statement has clearly demonstrated that staff / visitors would have excellent opportunities to travel by sustainable modes, adequate cycle parking provision has been made, and that the development will not lead to a severe impact on the surrounding highway network. It is therefore considered that the proposed development would comply with national planning policy and best practice guidance, and the concerns raised during the pre-application process have been fully addressed, such that the scheme can be supported by the Local Planning Authority and Local Highway Authority.

The Natural Environment

- 6.20 As detailed within the supporting Preliminary Ecological Appraisal, the site is not subject to any statutory or non-statutory ecological designations. The habitats located within the site are common and widespread and are considered to have low ecological value. Additionally, the site, other than for birds where there is low suitability, is considered to have no suitability for the remaining protected notable species.
- 6.21 Through implementation of the following ecological enhancements, the opportunity exists to deliver a number of biodiversity net gains:
- Three bird boxes will be installed on the new dwellings on site. These will provide excellent permanent nesting provision for birds, and link to woodland, hedges, fields and other habitats in the wider landscape.
 - Three bat boxes will be installed within the new dwellings on site. These will provide excellent permanent roosting provision for local bats, and link to woodland, hedges, fields and other habitats in the wider landscape.
 - Gaps will also be left in all new fencing to allow hedgehogs to move through garden habitats
- 6.22 Notwithstanding the above, a Biodiversity Net Gain report has been submitted in support of the proposal. The baseline habitat value of the site is 0.24 units, comprising hard standing and buildings (no value) 0.14 units of modified grass, 0.01 units of scrub and 0.09 units of urban trees. The post development habitat value of the site is 0.35 units, comprising the creation of buildings and hardstanding (no value), modified grassland (0.10 units), introduced shrub (0.01 units), vegetated gardens (0.05 units) and urban trees (0.10 units) as well as the retention of some existing modified grass (0.06 units) and retained trees (0.03 units).
- 6.23 In the above context, the proposed development results in a net change in biodiversity of +43.90% (i.e. a net gain).
- 6.24 In light of the above, the proposed development will not have an adverse impact on any sites and features of biodiversity and geodiversity importance. The scheme provides opportunities for enhancing biodiversity and results in net gain over and above what is required by current local or national planning policy. As such, the proposal complies with Policy G7 of the Rochdale Core Strategy.

Arboriculture

- 6.25 A tree survey and tree constraints plans has been submitted in support of this application. The survey identified 5 trees within the site. Two trees are to be removed to facilitate the development, one in poor condition (T5) and the other in good condition (T1). Additionally, T3 and T4 will be felled and replaced with trees in good condition. Despite losing two trees, three trees will be planted (T6, T7 and T8) resulting in a net increase of one tree. This net increase when taken with the fact that the proposed development as a whole results in a 43.9% net gain in biodiversity are considered to outweigh the loss of two trees.

Ground Investigation

- 6.26 As detailed within the supporting Phase 1 Desk Study, a Phase II intrusive Geo-Environmental Ground Investigation will be undertaken to confirm the findings of the initial conceptual site model and assess the Geo-Environmental site conditions. However, the evidence suggests that any potential contamination within the site, would not be a constraint or prevent development and as such any further work could be secured by condition of planning consent.

Drainage

- 6.27 The development application boundary is less than 1ha in plan area. In line with criteria set within footnote 55 of the framework, a Flood Risk Assessment is not required to support a planning application if the development is less than 1ha and in Flood Zone 1.
- 6.28 An Outline Drainage Strategy has been provided in support of this application. The general principal of the surface water drainage strategy is to collect the runoff from the roof area of each of the three residential blocks via the rainwater pipes. The networks then outfall to the combined water public sewer via a new connection from each site through a flow control device. The peak flow rate for the extreme 100yr + 40% CC will be set at 2l/s as agreed with United Utilities. This will reduce for the less intense storms. Due to the flow restriction attenuation will take the form of a geocellular crated tank, where required. The pathways adjoining the units will fall into the soft landscaping areas.
- 6.29 The proposed private drainage layout for the new development building will be designed in accordance with BS EN 752: 2008 and Building Regulations Part H guidance. This is to

indicate no surcharge for the 2-year storm event and no flooding for up to the 30-year storm event.

- 6.30 A full hydraulic drainage model has been simulated for each Block based on the restricted discharge rate. Taking into account the reduced discharge rates the worst-case attenuation volumes are defined in the figures below. Note that as the areas for Blocks B & C are small, no additional attenuation measures are required.

Crime Impact

- 6.31 The Crime Impact Statement submitted in support of the application states that due to a lack of information from Greater Manchester Police to Police.UK, timely analysis of crime problems in the area is not currently available. Analysis of crime and ASB around the immediate vicinity of the proposed development site in the six month period prior to July 2019 revealed fairly high levels, and incidents did occur on or near the street/roads on which the three developments are proposed. It is not currently known if these issues are ongoing, have worsened, or in fact no longer exist, and it is difficult to predict whether incidents will or could transfer to the sites when development is completed.
- 6.32 In terms of the security strategy for the site, the three proposed apartment blocks will be laid out so as to provide increased surveillance opportunities for the existing car park on Whitworth Street, and also Noon Sun Street which is currently just a through road with very little overlooking and having suffered incidents of crime and disorder. Active frontages to the blocks will also increase surveillance.
- 6.33 Block A will front Derwent Street and a rear alleyway will effectively be created on the southern and western sides of the block, so as to maintain access to the rear of the residential properties on Industry Road and Grouse Street. Block B will replace the current unsightly timber sheds/garages and will form a continuation of the existing residential properties on Grasmere Street, albeit separated by a secure yard. Block C will also form a continuation of the existing residential properties on Grasmere Street, with an entrance also on Noon Sun Street. A short alleyway will be created at the rear where it backs onto existing residential properties in Medley Street, because an existing alley gate provides access to the rear of other properties on this street.
- 6.34 Provision for the storage and security of bicycles will also be provided for Block A residents

in a well overlooked position within the secure yard, and should consist of 'Sheffield' style steel hoops or similar.

Sustainable Development

- 6.35 The Framework guidance and other policy advice require decisions on development to balance a range of factors. The Framework in particular advocates a presumption in favour of sustainable development and that planning permission should be granted unless the adverse impacts of doing so would outweigh the benefits. In this regard, development proposals provide significant economic, social and environmental benefits that weigh heavily in favour of the proposal. Each are discussed in turn below;

Economic

- 6.36 The proposal would provide economic benefits through the provision of jobs during the construction phase and future residents using and supporting local services and businesses in local area.
- 6.37 Additionally, a report by Crisis (Assessing the costs and benefits of Crisis' plan to end homelessness, June 2018) stated that the cost per homeless person to the tax payer is £26.4k. In this regard, the proposal comprising 14 units would save c. £369,600 annually to the tax payer.

Social

- 6.38 The development proposal comprises supported accommodation and general needs accommodation (and so addresses key social issues facing a particularly vulnerable group). In this regard, the proposal represents a much-needed diversification in housing provision
- 6.39 In addition, the layout and orientation of the development has been designed with crime impact in mind. Increase natural surveillance of nearby uses such as the existing car park.

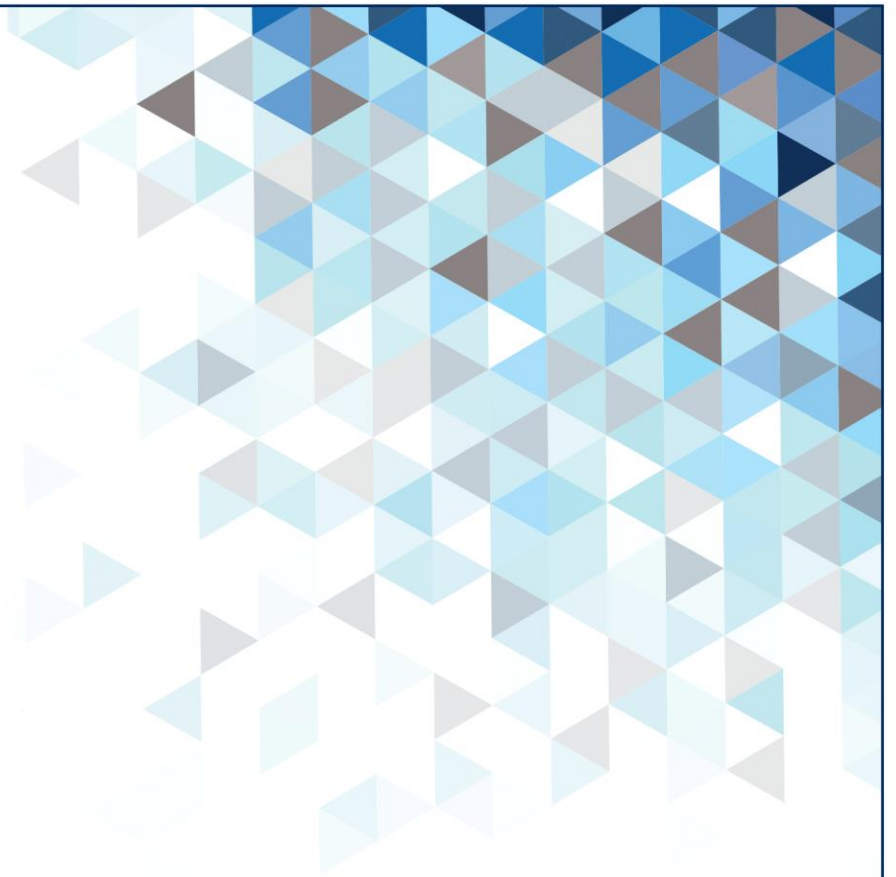
Environmental

- 6.40 Insofar as the environment is concerned, the proposal makes efficient use of a brownfield site that has excellent access to sustainable modes of transport such as pedestrian routes, extensive cycle network and public transport. Additionally, the proposed development would

result in a significant net gain in biodiversity, far exceeding the emerging Environment Act 2021

7.0 CONCLUSIONS

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that determinations shall be made in accordance with the development plan unless material considerations indicate otherwise.
- 7.2 This Supporting Statement accompanies development proposals for the provision of purpose-built homeless accommodation to be operated by an identified local service provider. The site and its wider context are considered to be ideally suited in accommodating residential development of this nature.
- 7.3 The proposal comprises a far more effective use for a brownfield site, with a number of tangible benefits. The development would revitalise an under-utilised site whilst directly addressing homelessness. In combatting this social issue, the development proposal will contribute to the much-needed diversification of housing in the Borough.
- 7.4 The proposed development has been re-designed to respond positively to pre-application advice received previously in 2022. The scheme, by virtue of its scale, massing, layout, detailing and materials provides a complementary use which relates well to buildings in the vicinity.
- 7.5 This Statement and supporting reports demonstrate that there are no technical constraints that would prevent development on the site. Where any further technical detail is required, this can be satisfactorily addressed through the use of planning conditions.
- 7.6 Based on these conclusions and as outlined in this Statement, there is no harm that would arise from this application which would significantly and demonstrably outweigh the clear benefits of providing this type of accommodation in this sustainable location.
- 7.7 In light of the above, it is considered the proposal accords the adopted development plan, guidance contained within the Framework and advice set out within the relevant SPDs.
- 7.8 Given that the proposal will give rise to substantive and tangible benefits, it is considered that planning permission should be granted.

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