

APPLICATION NUMBER: 22/01120/FUL

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.	CASE OFFICER	DATE
22/01120/FUL	Jake Powell	11/11/2022

Address: Crescent Garage, Great George Street, Rochdale, OL16 1QG

Proposal: Erection of building for M.O.T garage use - Resubmission of 21/01588/FUL

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

DELEGATION	Significant departure from local plan?	N	Contrary to national policy?	N
	Applicant a Council Member or officer?	N	Contrary to previous decision?	Y
	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/A
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CONDITIONS	Pre-commencement conditions proposed?	N
	Pre-commencement conditions agreed (or notification period expired)?	N

RECOMMENDATION	GRANTED (SUBJECT TO CONDITIONS)
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CHECKED AND SIGNED OFF BY: AT

DATE: 18.11.2022

SITE

The application relates to part of a plot of land located close to the junction of Great George Street, Caton Street, Back Drake Street and Ann Street. The site is located within the Defined Urban Area.

The site is currently derelict, with a number of vehicles parked on it. The site has been fenced off on all sides except Great George Street, where the site is accessed. The applicant site adjoins a recently constructed storage unit that was granted planning permission under planning application 16/01228/FUL.

Looking at historic maps, it appears that there was previously a structure on the site, however at some point between 2003 and 2005 the structure was demolished. The site has since been left derelict and appears to have been used to park vehicles since approximately 2016.

The site is within a mixed use commercial/industrial and residential area, with residential properties and a car repair/MOT facilities located within close proximity, and a number of other industrial uses.

PROPOSAL

This application proposes the erection of a detached building which would be used as an MOT garage. The proposed garage would front onto Great George Street with parking for vehicles to the front. Access to the proposed garage would be from Great George Street.

The proposed garage would have a monopitch roof with a ridge height of approximately 6.7 metres and a minimum height of approximately 6 metres. The proposed garage would be approximately 10.9 metres wide, and approximately 18 metres in length.

A smaller single-storey element with a monopitch roof would be attached to the larger element which would measure 5.1m to ridge height, 2.9m to eaves height, 3.8m in width and 5.1m in length. The smaller element would be used as an office and water closet.

The external walls would be brickwork up to approximately 1.75m with galvanised steel profile sheets cladding to the walls above, and the roof would be galvanised steel profile sheet. Roller shutter doors are proposed to the front.

The proposed garage would also have 4 parking bays to the front.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF) – July 2021

National Planning Practice Guidance (NPPG)

Adopted Rochdale Core Strategy (CS):

P1	Improving Image
P3	Improving Design of New Development
DM1	General Development Requirements
G8	Managing water and flood risk
G9	Reducing the impact of pollution, contamination and land instability
E1	Establishing Thriving Town, District and Local Centres
T2	Improving Accessibility

Unitary Development Plan (UDP):

G/D/1 Defined Urban Area

RELEVANT SITE HISTORY

97/D34734	Light Industrial Unit (Class B1). Granted subject to conditions.
98/D34975	Erection Of Two Storey Industrial Unit. Granted subject to conditions.
21/01588/FUL	Erection of building for M.O.T garage use. Refused.

Reason(s) for refusal:

1. By virtue of its size, siting and design, the proposed development would constitute an incongruous addition to the existing street scene, appearing unduly prominent and causing unacceptable harm to the character and appearance of the surrounding street scene. As such, the proposed development would fail to accord with policies DM1 and P3 of the adopted Rochdale Core Strategy, the Council's 'Guidelines and Standards for Residential Development' SPD and the National Planning Policy Framework.
2. Insufficient off-street parking would be provided for the proposed development. This would likely result in an increase in on-street parking, in an area where on-street parking is already in high demand. This would therefore be to the detriment of highway safety and contrary to policies T2 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

CONSULTATION RESPONSES

Drainage

No objections, subject to condition.

Greater Manchester Fire and Rescue Service

Standard response. Strongly recommends the installation of sprinkler systems.

Highways - 23/09/2022

Highways cannot support this application because it will have a detrimental impact on road safety, the application has not demonstrated that it can be serviced safely and it would add to the on street parking problems that currently exist in the area around the site.

Highways - 07/11/2022

No objection and no specific planning conditions.

Environmental Management

Our concerns are that another garage of this type in the area would increase/perpetuate local issues, regarding abandoned vehicles, dangerous parking and antisocial behaviour.

Environmental Health

No objection.

Conservation Officer

No comments.

REPRESENTATIONS

Letters of notification were sent to surrounding neighbours and a site notice posted, and three objections were received. A number of concerns were raised focussing primarily around parking and highway safety. The responses have been summarised below:

- ☐ Overcrowding of parked vehicles in the area.
- ☐ Congestion due to traffic flows around the site.
- ☐ Result in a loss of parking.
- ☐ Parking restrictions are not followed.
- ☐ Inadequate access to the site
- ☐ Garages around the area block other car parking areas.

Officer response - The points raised above will be discussed in the highways section of the analysis of this recommendation.

- ☐ Antisocial behaviour
- ☐ Unsafe environment.

Officer response - The point raised above would be considered a police matter, and not a material planning consideration.

- ☐ Unacceptable impact on the character and appearance of the area.

Officer response - The point raised above would will be discussed in the visual amenity section of the analysis of this recommendation.

- ☐ Hours of use impact neighbouring properties.

Officer response - The point raised above will be discussed in the residential amenity section of the analysis of this recommendation.

ANALYSIS

Principle of development

The application site is located within the Defined Urban Area. It is unclear what the previous use of the land was but there have been previous applications for industrial uses that were granted planning permission. The land is currently bordered by temporary construction fencing with vehicles being stored on the site.

A number of commercial and industrial premises exist within the surrounding area, including MOT and vehicle repair garages. The immediate surrounding area is a mixed area, comprising of commercial, industrial and residential uses.

Given that the proposed unit would be used as an MOT garage, is located within a mixed use area which includes the same use and the site is located within the Defined Urban Area, the use is considered to be acceptable in principle.

Nonetheless, full consideration should be given to other material issues discussed below.

Visual Amenity

Policies DM1 and P3 of the Council's adopted Core Strategy requires development proposals to adhere to high quality design and 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, paragraphs 126 of the National Planning Policy Framework (NPPF) state that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 130 goes on to state that planning policies and decisions should ensure that developments function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change. Finally, paragraph 134 of the NPPF states that 'development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

To the west and south of the site there are commercial and residential buildings. These buildings are predominantly constructed out of red brick. There are a number of properties to the east and south east of the site that have a red brick, render finish and/or stone finish. To the north and north east there are a number of industrial units. The neighbouring garage to north east is constructed out of brick but a darker tone. The industrial buildings that are located to the north of the site are predominantly red brick structures also. There is some metal cladding found on a couple of properties and a building with a darker tone cladding.

More recently, under planning application 16/01228/FUL, storage units that neighbour the site were constructed. The design of the proposed garage would match that of the storage units. Additionally the proposed garage would use a similar design vernacular found commonly with industrial units including on the neighbouring site. The use of brick and metal cladding are considered appropriate materials for such a structure in this location.

The industrial units in close proximity to the site are predominantly single storey buildings, with residential and other commercial properties to the west, south and south east being predominantly 2 storey buildings. The building on the opposite side of Caton Street has a monopitch roof, with the taller element of the building facing Caton Street. The height to the ridge of this building is approximately 8.2m. The properties along Ann Street are approximately 6m tall. Finally, the neighbouring storage unit that was granted planning permission is approximately 5.6m, based upon measurements from the approved plans.

The proposed garage has been lessened in scale in comparison to the previous submission (21/01588/FUL), and would now be considered an appropriate height when compared against neighbouring structures, that would not dominate the streetscene. As such, Officers consider the proposed scheme within this application overcomes the previous reason for refusal of the recent application (ref. 21/01588/FUL).

It has been noted the present use of the site plus the addition of the vehicles parked around the site in varying level of disrepair create a negative visual amenity impact on the street scene and is likely to cause a sense of insecurity in the locality. It is

accepted that the reuse of the site and removal of the vehicles would have a positive impact on the street scene and the overall perception of the area.

Furthermore, the proposed fencing around the site shall help to define the usage of the site, and ensure its use is kept within the boundary of the application site.

The application would therefore have an acceptable impact on the character and appearance of the surrounding street scene and would accord with policies DM1 and P3 of the Core Strategy and policy in the NPPF.

Amenity - Impact on Surrounding Occupiers

Paragraph 185 of the NPPF also states that Planning policies and decisions should ensure that new development is appropriate for its location, taking into account the likely effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. Paragraph 130 states that planning policies and decisions should ensure that developments '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'. Policies DM1 and G9 of the adopted Rochdale Core Strategy seek to ensure that new development is compatible with surrounding land uses, both in terms of its impact upon those uses and the impact of the surrounding land uses upon the amenities of future residents / users, also requiring that development does not have impacts that lead to an unacceptable increase in air, water, noise, light or other pollution.

The construction of an MOT garage is unlikely to cause a significantly greater degree of noise, disturbance and pollution, particularly given its location within the mixed used area with a number of other garages located in close vicinity to the site. Additionally, the environmental health officer has raised no objection to the proposal.

There are a number of properties to the west, south and south east that are residential properties. There are also commercial properties within this area. There is a property located to the west of the applicant site, which at present is used as an HMO. There is one window and door that faces towards the applicant site, the remaining windows face on to Ann Street. The window that does face the applicant site is on the first floor and obscured. The property does have a small of outdoor space, however, it appears unkempt and is not utilised. The two properties would be set at an angle from one another. It is noted that the properties are located within a mixed use area, with both industrial/commercial and residential uses located within close proximity. The distance between the properties is similar to the distance between the storage units and the properties on Ann Street. Additionally, due the angled relationship of the two properties, open aspects would remain.

To the south, on the opposite side of Back Drake Street is presently occupied by the Samaritans. A two storey building has been constructed up the boundary with the highway. Therefore the distance between the proposed garage and the Samaritans building would be approximately 7.1m. There are two windows on the first floor that would directly face towards the proposed garage. It is noted that this is not a residential property and that there are windows to the front.

The remaining buildings that surround the proposed garage that are conceivably impacted by the proposed garage are industrial buildings.

Concerns have been raised within an objection regarding the hours of use of existing garages within the area. In the interests of the amenity of neighbouring occupiers,

Officers would consider it appropriate to attach a condition to the permission to ensure the hours of use are limited to an acceptable time.

It is therefore considered that the proposal would not unduly impact on the amenity of the neighbouring properties and would accord with policies DM1, the SPD and the NPPF.

Impact on Accessibility & Highway Safety

With any application for new development it is important to assess the impact on highway safety and under policy T2 of the adopted Core Strategy it is established that 'In all circumstances, the safety, accessibility and amenity of those who live or have business in the area will have priority, while providing reliable journey times for those travelling through'. Whilst Paragraph 111 of the NPPF states that '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'.

It is noted that the objections were raised specifically in reference to the existing congestion and parking problems in the area. Due to various factors including the local uses, there is a significantly high demand for parking spaces and there is limited available. Furthermore, it was noted that there were vehicles parked on the site as well as around the site on the highway. Vehicles were also double parked and vehicles on Great George Street were parked at an angle and not parallel to the highway.

The initially proposed scheme was reviewed by the Councils Highway Engineer, who raised concerns regarding the access to the rear of the proposed garage onto Back Drake Street, considering the street has both a very narrow carriageway and footway which restricts vehicular access and this is further compounded by extensive on street parking all around the development site. In addition to these issues the properties that front Drake Street have established vehicle access to their properties from Back Drake Street.

The initial scheme with its proposed single vehicle access point into the garage would have led to vehicles reversing into or out of the proposed building directly from the highway which would have created both accessibility and road safety issues. Furthermore, the garage door would have led directly onto the narrow footway of Back Drake Street and the visibility between pedestrians on the footway and vehicles reversing out of the building would have been limited, creating potential conflict. Taking into account the number of vehicle movements in and out of the restricted access, the accident potential would have been high.

In addition, as Back Drake Street has a narrow carriageway with on street parking to both sides, therefore vehicle access into the building would have been difficult and any vehicle larger than a standard family car would not have been able to access the proposed building. It was therefore expected that all servicing from this building would have taken place from the highway interrupting the free flow of traffic, restricting access to other businesses and limiting emergency access.

Finally the initial proposal included parking to the rear of the building, and the provision would have been slightly below current Council standards. However it was expected that for convenience the likelihood that customers would park close to the only vehicle entrance from Back Drake Street, so concerns regarding the detrimental impact on on-street parking were still relevant.

Following the initial review by the Highways Engineer, the application has been amended and now the application only proposes vehicular access to the garage from

Great George Street, which overcame previous concerns regarding the suitability of vehicular access onto Back Drake Street. Furthermore, Great George Street is not a through route for vehicles so vehicle movements in this area are light.

Whilst parking provision is below Council standards for this type of development, these are maximum standards, and the applicant has outlined how the MOT Station will operate with vehicles parking within the building for testing. The development site is within a sustainable location with good access to public transport and local amenities.

The Highways Engineer raises no objection to the amended proposal, and therefore it is considered that the proposed development would have an acceptable impact on highway safety and congestion, in accordance with policies T2 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Drainage

Policy G8 requires that new development does not lead to any form of increased flooding or impeded natural water and flood risk management. In this regard it is important that development includes drainage that is appropriate for the site and that utilised sustainable urban drainage solutions where ever possible. The site is not within an area at increased risk of flooding.

Drainage details have not been included with the application at this stage. The application has however been reviewed by the Council's drainage officer as well as United Utilities. Both have requested that conditions to be added including the requirement for a surface water drainage scheme and a foul water drainage scheme to be submitted to the Council.

In light of the above it is considered that drainage of the site can be adequately dealt with through condition. Subject to this the application accords with the requirements of policy G8 of the Core Strategy and the NPPF.

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 development hereby permitted shall be carried out in accordance with the following approved plans:

- ⑦ Existing Site Plan and Proposed Site Plan
- ⑦ Proposed Front and Rear Elevation Rev A
- ⑦ Proposed Front and Rear Elevation with Fencing Rev A
- ⑦ Proposed Side Elevations
- ⑦ Proposed Side Elevations with Fencing

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 saved Rochdale

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

3. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or full specifications of materials to be used externally on the building(s) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

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.

4. Notwithstanding the details shown on the approved plans and the requirements of condition 2 of this permission, no above ground works shall take place until details of all windows, doors and shutter doors (including their materials, finishes, recesses and opening profile) have been submitted to and approved in writing by the Local Planning Authority. The windows and doors shall be installed in accordance with the duly approved details before the dwellings hereby approved are first occupied and the approved detached garage is first brought into use. They shall thereafter be retained as such at all times.

Reason: In order to ensure use of appropriate materials which are sympathetic to the character of the site and its surroundings in the interests of visual amenity in accordance with the requirements of Policies SO3, P3 and DM1 of the adopted Rochdale Core Strategy and Sections 12 and 15 of the National Planning Policy Framework.

5. No development shall take place until a foul and surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions and inclusive of how the scheme shall be managed after completion, shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, foul and surface waters shall be drained on separate systems and the surface water drainage scheme shall accord with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To ensure the appropriate disposal of foul and surface waters and to manage the risk of flooding and pollution in accordance Core Strategy policy G8, saved UDP policies EM7 and EM/8 and the NPPF.

Reason for pre-commencement condition: Drainage is an early activity in the construction process and it is in the interest of all stakeholders to ensure that an acceptable scheme is agreed before development commences on site.

6. No external lighting shall be installed on the building or elsewhere on the site unless a scheme for such lighting has first been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be fully implemented.

Reason: In the interests of amenity and in compliance with policies DM1 and G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

7. The MOT premises hereby approved shall only be open for trade or business or to deliver or collect materials between the hours of 09:00-19:00 Monday to Friday, 10:00 – 19:00 Saturdays and 10:00-18:00 on Sundays and Bank Holidays.

Reason: In the interests of amenity and in accordance with policies DM1 and G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

8. Notwithstanding the details shown on the approved plans and the requirements of condition 2 of this permission, no above ground works shall take place until details of the siting, design and materials to be used in the construction of walls or fences for boundaries, screens or retaining walls have been submitted to and approved in writing by the Local Planning Authority. The approved boundary treatments shall be erected before any one of the buildings is first occupied.

Reason: In the interests of amenity and biodiversity and in compliance with Policies P3, G7 and DM1 of the adopted Rochdale Core Strategy of the Rochdale Unitary Development Plan and the requirements of the National Planning Policy Framework.

Procedure 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.

Notes for Applicant: