

APPLICATION NUMBER: 23/01033/FUL

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.

23/01033/FUL

CASE OFFICER

Rachel Carney

DETERMINATION DATE 02.02.2024 EXT OF TIME 16.08.2024

Address: Mount Green Filling Station Halifax Road Wardle Rochdale OL16 2SQ

Proposal: Residential development comprising of 17 supported living apartments including associated office space, entrance hall offering a break out, communal space for residents and visitors with servicing , landscaping, off street car parking and bin storage

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?	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?	y

EIA	Screening opinion completed and saved to Onbase?	n/a
-----	--	-----

CONDITIONS	Pre-commencement conditions proposed?	y
	Pre-commencement conditions agreed (or notification period expired)?	y

RECOMMENDATION

APPROVE

SITE

The application relates to a largely open grassed area of land located off Halifax Road. The site is greenfield in planning terms. The site also includes Wuerdle Street, which is a small cul-de-sac that provides access to a row of four terraced properties and as well as an area of hardstanding to the north of Wuerdle Street (bordering Halifax Road) that appears to be currently used for parking.

The site is flanked by a petrol station and small convenience store to the north east, Halifax Road to the north west, Wuerdle Street properties to the south west and the rear elevation of properties to Old Road, to the SSE. To the opposite side of Halifax Road development is characterised by semi-detached and terraced residential properties.

The site is allocated Defined Urban Area.

PROPOSAL

The application proposes the erection of a detached building on the site to provide 17 supported living apartments. The application also includes the provision of off street parking, landscaping and bin storage.

The design of the development would comprise a two and a half/three storey pitched roof building to the front of the site, with two storey projections to the rear, providing a U-shaped type footprint.

The front section of the building would have a depth of approximately 15.7m, a width of 24.4m, a front eaves height of approximately 6.45m and front ridge height of approximately 10.7m. The design to the front of the building would include four angled gable features that would project forwards a further 0.6m (total depth of 16.4m).

The design of the front section of the building also includes side facing gables and these terminate to a lower eaves height to the rear elevation, of approximately 6.9m when measured from the east elevation and 6.8m when measured from the west elevation, providing asymmetrical, side facing gables.

The side facing gables would have a depth of approximately 11.5m and projecting from these would be three rear facing gables. The middle gable would be incorporated into the main footprint depth. The western gable would provide an additional depth of 1.85m and the eastern gable would provide an additional depth of approximately 7.2m. The rear elevation of the site would be set on sloping topography meaning the heights of the gables above ground level would vary of between 9.8m and 10.8m. The topography of the site also slopes down to the south.

Internally the development would provide 17no. apartments and associated staff accommodation. This would comprise 6 no. flats, a lobby, staff office and staff rest area/flat to the ground floor, 7 no. flats and a communal space to the first floor and 4 no. flats to the second floor. Access between the floors would be provided via a staircase or an internal lift.

Access to the building and an escape/emergency access would be provided from the rear elevation and maintenance access would be provided to the eastern elevation.

Externally the site would be accessed via Wuerdle Street. Eight no. off street parking spaces would be provided to the rear of the building and a communal garden would be provided in the back (eastern) corner of the site. Bin storage would be provided between the parking spaces and building.

A brick wall and raised planter is proposed to the front of the building and this would be topped by metal railings.

The area of hardstanding to the north of Wuerdle Street and included in the red line is not proposed for any development and is identified as a site compound for during construction. It was requested that this area be removed from the red line during validation but an amended plan was not received.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF)

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-S1 Sustainable Development
JP-S4 Flood Risk and the Water Environment
JP-H1 Scale, Distribution and Phasing of New Housing Development
JP-H2 Affordability of New Housing
JP-H3 Type, Size and Design of New Housing
JP-G7 Trees and Woodland
JP-G8 A Net Enhancement of Biodiversity and Geodiversity
JP-P1 Sustainable Places
JP-C3 Public Transport
JP-C4 The Strategic Road Network
JP-C6 Walking and Cycling
JP-C8 Transport Requirements of New Development

Adopted Rochdale Core Strategy (CS):

C1 Delivering the right amount of housing in the right places
C3 Delivering the right type of housing
C6 Improving health and well being
P1 Improving image
P2 Protecting and enhancing character, landscape and heritage
P3 Improving design of new development
G6 Enhancing green infrastructure
G7 Increasing the value of biodiversity and geodiversity
G8 Managing water resources and flood risk
G9 Reducing the impact of pollution, contamination and land instability

- DM1 General development requirements
- DM2 Delivering planning contributions and infrastructure

Unitary Development Plan (UDP):

G/D/1 Defined Urban Area

Supplementary Planning Documents (SPD):

Supplementary Planning Guidance note 'Guidelines and Standards for Residential Development' (June 2016).

RELEVANT SITE HISTORY

92/D28744 – Erection of hot food takeaway with self-contained flat at first floor level – Refused

97/D34435 – Use of land for display and sale of motor vehicles including the provision of a customers car park - Approved

06/D46614 – Erection of 6 dwellings, alterations to existing petrol station including erection of new retail store - Withdrawn

06/D47004 – Erection of 5 dwellings, alterations to existing petrol filling station and erection of new retail store - Approved

22/00465/CPE – Application for a certificate of lawfulness (existing) to confirm that the partial implementation of 06/D47004 (for the erection of 6 dwellings, alterations to the existing petrol filling station and the erection of a new retail store) was lawful and the permission remains extant - Withdrawn

CONSULTATION RESPONSES

United Utilities

Request for a pre-commencement condition that requires the submission and approval of a sustainable surface water drainage scheme and foul water drainage scheme.

Highways And Engineering

As amended, no objection subject to conditions requiring a dilapidation survey is undertaken prior to development and remedial works undertaken before completion. It is noted that refuse collection is provided from Wuerdle Street.

Env Health - Noise/Odours

No objections subject to a condition controlling internal noise levels.

Tree Officer

No comments received to date

Adult Care

No comments received to date

Lead Local Flood Authority/Drainage

No objection subject to a drainage condition. This site would be considered as Greenfield, as it has reverted to grassland before re-development starts. For greenfield sites, rainfall runoff should be attenuated such that any rainfall discharges from the developed site are not increased.

For greenfield sites, rainfall runoff should be attenuated such that any rainfall discharges from the developed site are not increased. Greenfield runoff rate of 5 l/s/ha shall be applied, unless an assessment conclusively demonstrates greenfield runoff to be greater than this.

Environmental Control (Landfill Gas)

The submitted report is acceptable. A watching brief confirming no other contamination is identified is required through condition.

Gtr Manchester Ecology Unit

No comments received to date

Urban Design

First comments - The CGIs inadvertently highlight the lack of details in the design, affirming the belief that the design has not been fully resolved. Secondary elevations have been relegated, not demonstrating adequate interest. Site permeability must be reconsidered with a greater focus on the user experience.

Landscaping to the development appears like an afterthought.

Ultimately the design is somewhat short of meeting the standards required for NPPF Paragraph 135 and I am unsupportive of the proposal as it stands. It would be useful to engage with the architect and clarify the design expectations noted in this response.

Second comments – The design of the scheme shows a clear improvement. This should be continued where there are still resolved areas and details that need clarifying. The changes should not be substantial and should be easy to incorporate.

There remain several concerns regarding permeability. Many of these challenges could be resolved by setting back the massing. With amendments the development can enhance the visual amenity and quality of the surroundings and create a better environment for building users.

GMP - Design For Security

No comments received to date

GM Fire Service

No comments received to date

REPRESENTATIONS

The application has been publicised with a site notice, press notice and neighbour notification letters. One letter of objection has been received and this is summarised below;

- Concerns over the impact on the properties to Old Road, the development will impact on privacy and will overlook existing properties.

The amended plans have also been publicised with neighbour notification letters and the same individual provided a further objection which is summarised below:

- Questions over what the building would look like and whether it will look into adjacent properties.

- Questions over the characteristics of the future residents and concerns over noise at night.

ANALYSIS

Principle of development

The application proposes 17 supported living apartments to provide accommodation for vulnerable adults. The applicants have advised that most of the adults that they support have either learning difficulties or dementia. Young people leaving care are also supported.

The application site is Defined Urban Area under the saved UDP allocations and it is located on one of the main routes into Rochdale, in an area that is defined by a mix of residential and commercial development and is well accessed by a regular bus service.

Policy JP-H1 recognises the need for new housing throughout Greater Manchester and sets housing targets for each borough, with Rochdale required to provide on average, 618 new dwellings per year, between 2022 and 2039. Policies JP-H2 and JP-H3 also recognises that a diverse range of housing is needed to meet population and household growth and where appropriate, new development should include specialist housing for vulnerable people.

Further to the above the proposed development would be in a highly sustainable location and contribute to the housing requirements of the borough, providing needed accommodation for vulnerable adults in the area. The principle of development is therefore acceptable.

Design

Paragraph 131 of the NPPF establishes that the creation of high quality, beautiful and sustainable buildings and places is fundamental to planning and paragraph 135 requires that development functions well and adds to the quality of the area and is visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

Significant design concerns were initially raised with this application which included extensive flat roof development and a large dormer which it is considered would have unacceptably harmed the visual amenities of the area.

Through negotiations substantial amendments have been made to the application to remove the flat roof elements and the dormers and also amend the layout and levels to provide a development that would better integrate into the surrounding street scene.

The amendments have been carefully considered to ensure that the three storey frontage provides a positive addition that helps to strengthen the existing street scene. Care has been taken to integrate elements of the existing street scene, such as through the provision of a stone front boundary wall that will correspond positively to the existing residential properties. The inclusion of planting will also aid in softening the frontage whilst also providing soft screening for residents. It is recognised that the angled frontage is an unusual feature and one that would be new to the street scene. Nonetheless it is considered that this splayed frontage provides a modern interpretation of the traditional houses and buildings found on Halifax Road, providing a positive infill to the site.

It is recognised that the height of the building would significantly exceed the height of the nearest development, i.e. the petrol station, nonetheless, the historic character of this area of Halifax Road is one of mixed height buildings, including developments of a similar height as seen at Belvoir Care Home. As such, in the context of the surrounding street scene it is considered that the proposal will integrate well and provide a positive addition to the area.

Amendments to materials have also been made through the application with the application now proposing mix red brick with areas of corbelled brick. The use of red brick is considered appropriate for the area, which is largely characterised by red brick as well as natural stone. The corbel detailing is also welcomed, providing interest to the brick work and breaking up large expanses, such as to the rear gables. It is important that the red brick is of high quality to positively contribute to the existing street scene and details of the corbelling will also be required prior to its construction. However, subject to conditions controlling these matters, the walling materials are considered to be acceptable.

The window layout and design is also considered acceptable for the development and its setting. Grey aluminium is considered to be an acceptable contemporary material for the site, however it is important that further details of the deep window reveals are provided prior to their construction to ensure that these high quality design features are not diminished through the development and to ensure that the proposal provides the positive contribution as identified on the plans.

In summary, whilst it is recognised that this building would appear substantially larger than the immediately adjacent development, it is considered that its overall layout and form provides a modern infill that would complement the general grain of development along Halifax Road. The success of this building will however come down to the detail in construction. It is therefore very important that the materials are all of high quality and that the brick and window detailing achieve the aspirations shown on the plans. Further details are therefore required through condition. It is also important that the landscaping of the site positively contributes to the site and this is detailed further below. Further to the above it is considered that the design and impact on visual amenity is acceptable and in this regard the application accords with policies P1, P2 and DM1 of the Core Strategy and the NPPF.

Residential amenity

Policy DM1 of the adopted Core Strategy requires that all development proposals are 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. Development should also not affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy and development should mitigate against any impacts due to noise, dust, light and odour pollution. Policy G9 also requires that sensitive new development such as housing, are not adversely affected by existing sources of pollution such as roads and certain types of industry.

The SPD – Guidelines and Standards for Residential Development sets out minimum space standards that should be applied to all new residential development and development which affect existing residential properties. These are:

- 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 a directly facing 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; and

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

The SPD recognises that where buildings of three or more storeys are proposed, or there is a marked difference in levels, it may be necessary for the minimum distances to be increased.

Under the first plans submitted the Council raised concerns over the impact of the development on the bungalows to the rear (south) of the site, along Old Road. It was considered that the development, which would be set at a higher level than the adjacent bungalows, would have an unacceptable and overbearing impact on the bungalows and therefore amended plans, to improve the relationship, were requested.

Through amendments the distance to the nearest bungalow, no. 45 Old Road has increased from 11.1m to 15.0m and the distance to the property boundary has increased to 9.0m. With changes to the design of the building, the roof of the rear elevation has also been altered to dual pitched rear facing gables, with the height closest to no. 45 increased from 8.8m to 10.8m.

The proposed 15.0m separation distance would comply with the minimum separation distances of 14m set out in the SPD, although it is recognised that an increase in this distance could be required due to the difference in levels between the two sites. A site visit to the garden of no. 45 Old Road has therefore been undertaken to ascertain whether the additional 1m separation distance is sufficient in order to protect the amenity and living environment for residents at Old Road.

On visiting 45 Old Road, the level difference between the two sites is very obvious, and there is a retaining wall and boundary fence separating the garden from the application site. This existing boundary treatment results in an enclosed garden environment, with no direct views over the application site.

Despite the existing screening and enclosed environment of the garden at no. 45, it is clear that any development of the application site, that is sited in close proximity to the shared boundary, could result in an overbearing structure that would create a hemmed in environment for the residents of no. 45 Old Road, as well as its neighbours at 43 and 47. However, with the 15m set back proposed, alongside the retention of existing tree cover along the boundary (some within the applicants control and some within the neighbours), on balance, it is considered that the relationship of the apartment building, with the properties along Old Road would be acceptable. Given the existing level difference and boundary treatment it is likely only minimal views of the building would be possible and given the separation of the building and its orientation, to the north of Old Road, it could not be demonstrated that this would result in unacceptable harm to the living environment of the properties along Old Road. Therefore, the relationship of the building with Old Road is considered to be acceptable.

Further assessing the relationship with Old Road it is accepted that the development would result in vehicular access and parking spaces adjacent the rear boundaries of nos. 43 and 45 Old Road. It is however noted that the existing properties along Wuerdle Street currently use this land for parking and given this existing use, alongside the screening and level difference already mentioned and the relatively low traffic movements expected with the development, it is considered that the use of this access and parking spaces would not result in an unacceptable level of disturbance for the adjacent dwellings and their amenity space. Similarly, the siting and use of the proposed external communal garden space is considered an appropriate use

adjacent to existing properties and would not unduly impact on the amenity of existing residents through undue levels of disturbance or loss of privacy.

Moving to other adjacent properties, the development would be located immediately adjacent to 2-8 Weurdle Street who would share the site access. It is noted that these properties currently have an open aspect to their front elevation with the nearest development being the existing petrol station.

The proposed building has been sited to be set in front of 2-8 Weurdle Street, therefore meaning that there are no direct concerns over loss of privacy from the flats or other concerns, such as loss of light or overbearing impact, associated with closely spaced buildings. It is also considered that the low traffic movements and other movements, e.g. pedestrians, associated with the development. It is therefore considered that the impact on the amenity of residents at these properties would be acceptable.

In regards other surrounding development it is considered that with position of Halifax Road there would be no concerns over the impact on the residential properties to the opposite side of Halifax Road and the adjacent development to both sides are commercial nature, with the relationships proposed acceptable to protect amenity.

Occupier amenity

It is also important to ensure that future occupiers of the development are afforded an acceptable level of amenity and living environment. In this regard the proposed flats would comply with the nationally described space standards and required under policy JP-H3 of PfE. The development has also be laid out so that residents would be afforded an acceptable level of light and privacy.

It is noted that the windows for flat 5 would all face directly onto Weurdle Street, which is the only access to the property. Due to the close proximity of these windows to the highway it is accepted that there could be some overlooking of this unit. However, this kind of relationship with the highway is not unusual for residential development and the plans also indicate that these ground floor windows would be fit with integral blinds and a one way film on the glazing. With these measures in mind, alongside the unadopted nature of the highway and the limited amount of development using it, it is considered that the privacy of residents in this flat would not be unduly affected and on balance, this layout is considered to be acceptable.

Similarly, the ground floor windows to the front of the development (flats 1 – 4) would also be sited close to the highway and Halifax Road is significantly busier, in both pedestrian and vehicle movements. Residents of these flats would also be protected from any harmful overlooking by a raised planting that would provide a privacy screen as well as integral blinds and a one way film to the windows.

The one area of the development that would not provide an acceptable living environment is the staff accommodation to the ground floor. This would have side facing windows that would face directly onto the petrol station boundary at a minimum distance of only 1.0m. This unit was originally proposed as one of the supported living apartments but given the very poor living environment that it would provide, the applicants were advised that this would not be acceptable. The amendment to use this space as a staff rest area is however considered to be acceptable. This would not be a permanent accommodation area and would be used only by staff for limited periods. The standard amenity requirements are therefore not relevant and this element of the proposal is acceptable.

Being located adjacent one of the main roads into Rochdale it is also important to ensure that residents are not subject to unacceptable levels of noise disturbance. In this regard the Council's Public Protection Team have been consulted and while no objections have been raised, it is recommended that a condition be attached to any approval requiring maximum internal noise levels. This is considered to be a reasonable request to provide an acceptable living environment and in accordance with policy G9 of the adopted Core Strategy.

Further to the above it is considered that the proposal would provide an acceptable living environment and adequately protect the amenity of existing surrounding residents. The application is therefore acceptable in respect of residential amenity and in accordance with the requirements of policy DM1 and G9 of the adopted Rochdale Core Strategy.

Highways

Policy T2 of the Core Strategy requires that development comply with the Council's car parking standards and policy DM1 requires that development provides satisfactory vehicular access with adequate parking, manoeuvring and serving arrangements, taking into account the proposed use and location.

The application proposes access via Wuerdle Street and includes provision of eight off street parking spaces. Highway Services recognise that the proposed parking provision is limited, nonetheless, it is accepted that the proposed use (supported living apartments) would have low car ownership and the proposed location, which has easy access to public transport, would mean that a car is not required. As such, Highway Services have confirmed no objections on parking grounds and it is noted that the parking provision exceeds the requirements set in the Council's parking standards.

The initial layout included bin storage that would be accessed from Halifax Road. This was not considered to be acceptable in respect of highway safety and function and a Highways objections was raised on these grounds. Amended plans have re-sited the bin storage adjacent to the proposed car park and Highway Services have advised that this revised location is acceptable, removing their previous objections to the scheme. Detailed elevations of the bin store are still required but these can be sought through condition.

Highway Services also raised concerns over the proposed pedestrian access along Wuerdle Street and it was advised that the footway width was inadequate. These objections have been removed with the submission of amended plans which show pedestrian access to both side of Wuerdle Street.

Further to the above, the highway objections to the application have been adequately addressed through the submission of amended plans. Highway Services have requested that any approval include a condition requiring a dilapidation survey of the highway and remedial works and this is considered to be reasonable. Subject to this condition and other conditions requiring provision of matters such as parking and bin storage it is considered that the impacts on highway safety would be acceptable.

Trees, Ecology and Landscaping

Policy G7 requires that sites and features of biodiversity and geodiversity importance are given full and appropriate recognition and protection and that opportunities for

enhancing biodiversity and geodiversity will be supported. It is expected that development proposal will protect and include existing biodiversity and take opportunities to promote biodiversity and create new habitats using landscaping and building and construction features wherever possible.

An arboricultural report has been submitted with the application and this identifies two trees within the site as well as a further tree and a hedge along the site boundary. The report identifies trees T1 and T3 to be removed to facilitate the development. However the proposed site plan identifies that with the amendments submitted to the scheme, only T1 would be removed.

T1 is identified in the arboricultural report as a category C1 tree which is of good physiological condition but low amenity value. The life expectancy is 10+ years.

A consultation request has been sent to the GMEU but to date no response has been received. Nonetheless, based on the details submitted it is considered that the impact on trees can be adequately mitigated through replanting in accordance with the requirements of policy G6 of the Core Strategy which requires replanting on a 2 for 1 ratio. A scheme for tree protection measures should also be required through condition.

An ecological survey has also been submitted with the application. This report identifies that no protected species were found within a 500m of the site but that hedgehogs have been recorded 446 metres SE of the site.

The report recommends that landscaping of the site include habitat and enhancements, including the provision of at least 50% native species, as well as the inclusion of bird nesting opportunities and enhancements for hedgehogs and other small mammals.

Biodiversity net gain became mandatory on all development sites on the 2nd April 2024, unless the proposals meet a small number of exceptions. Since the application was validated prior to this date, it is exempt from the national BNG requirements. Nonetheless, section 180 of the NPPF requires that planning policies and decisions contribute to and enhance the natural environment and policy JP-J8 expects development to achieve a measureable net gain in biodiversity of no less than 10%.

The submitted ecological survey includes some baseline biodiversity metrics and calculates that a total of 0.1 habitat units would be lost as a result of the development. The report also establishes that a 10% on site uplift in biodiversity could be achieved through the provision of landscaped garden and 120m² of green roof. Off site provision could also be provided.

Given that the proposal no longer includes any flat roofs it is clear that the onsite provision could not be provided in full. Nonetheless, some enhancement could be made through a detailed landscaping scheme that includes measures such as native planting. It is accepted that this would not achieve the 10% required on new applications, but on balance and given that national BNG requirements are not required on this site, it is considered that biodiversity can be adequately mitigated through a detailed landscaping scheme that could be conditioned on approval.

To complement the above a landscape masterplan has been submitted and this shows the main garden/external amenity space to be a mix of soft and hard landscaping that would include ornamental planting a courtyard and benches. Additional planting would be provided adjacent the site entrance, along the site frontage and on the border between the site and the adjacent petrol station.

In regards visual and residential amenity it is considered that this landscaping would provide a high quality space for residents, improving their quality of life through the provision of a useable and attractive garden. It is well established how access to open spaces positively contributes to mental health and for a development where residents are in need of supported living, it is considered that this provision will provide a significant improvement to their living environment, according with the requirements of paragraph 135 of the NPPF which requires a high standard of amenity.

Focussing on the details of the landscaped areas, a detailed landscaping scheme that specifies a planting schedule and also provide replacement tree planting is required. In this regard, native species should be used wherever possible. These further details can however be conditioned and subject to this it is considered that the landscaping of the site is acceptable.

Conclusion

The application would provide 17 supported living apartments, contributing to the borough's housing needs and providing accommodation for more vulnerable members of society. Through amendments, the building would provide a positive contribution to the existing street scene and ensure the protection of existing and future residents. The proposal would also ensure no harmful impact on highway safety and adequately mitigate against any impacts on trees and ecology. The recommendation is therefore for approval.

RECOMMENDATION

APPROVE

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 approval relates to the plans and documents as listed below:

- Site Location Plan – Drawing no. 0100 Revision P6
- Existing Site Plan – Drawing no. 0101 Revision P4
- Existing Site Sections – Drawing no. 0102 Revision P5
- Proposed Site Plan – Drawing no. 1000 Revision P9
- Landscape Materplan – Drawing no. 2100 Revision P1
- Proposed GA Plan Level 00 – Drawing no. 3000 Revision P11
- Proposed GA Plan Level 01 – Drawing no. 3001 Revision P10
- Proposed GA Plan Level 02 – Drawing no. 3002 Revision P10
- Proposed GA Plan Roof Level – Drawing no. 3003 Revision P6
- Proposed GA Elevations – Drawing no. 3601 Revision P8
- Proposed GA Elevations – Drawing no. 3602 Revision P8
- Proposed GA Elevations – Drawing no. 3603 Revision P4
- Proposed GA Sections – Drawing no. 3800 Revision P5

The development shall be carried out in accordance with the drawings/documents hereby approved unless otherwise required by the conditions below.

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, the saved Rochdale Unitary Development Plan and the National Planning Policy Framework.

3. The development hereby approved shall only be occupied under Use Class C3(b) and be used for no other purpose as set out in the The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

Reason: For the avoidance of doubt and to ensure that the supported living provision is not replaced with an alternate residential use and to protect the mix of residential provision in the area to accord with policies JP-H2 and JP-H3 of Places for Everyone and the National Planning Policy Framework.

4. No above ground construction works shall take place until samples and full specification of materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt this shall include, grey roof tiles, red facing brick, grey aluminium windows and a sample panel of the proposed corbelled brick. Such details shall include the type, colour and texture of the materials. The development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policy DM1 of the adopted Rochdale Core Strategy, policy JP-S1 of Places for Everyone and the National Planning Policy Framework.

5. No above ground works shall take place until a scheme for the full specification of the windows and doors have been submitted to and approved in writing by the Local Planning Authority. The specification shall include, at a scale of not less than 1:20 the longitudinal and cross sectional detailing with the depth of the reveal shown, cill and lintel detailing and means of opening together with any finished treatment and for the avoidance of doubt, the integral blinds and one way film shown on drawing nos. 3601 and 3602 (Proposed GA Elevations) shall be included. The window and doors shall be installed in accordance with the approved specification prior to first occupation and retained thereafter.

Reason: In the interests of visual amenity and in accordance with policies P1, P2 and P3 of the adopted Rochdale Core Strategy, policy JP-S1 of Places for Everyone and policy in the National Planning Policy Framework.

6. Notwithstanding the details shown on drawing no. 1000 (Proposed Site Plan) no above ground works shall take place until full details of the boundary treatments of the site have been submitted to any approved in writing with the Local Planning Authority. The development shall be undertaken in accordance with the approved details prior to first occupation of the development and retained thereafter.

Reason: In the interests of visual and residential amenity and to accord with policies P1, P3 and DM1 of the adopted Rochdale Core Strategy, policy JP-S1 of Places for Everyone and policy in the National Planning Policy Framework.

7. No part of the development shall be occupied until full details of the bin enclosure have been submitted to and approved in writing by the Local Planning Authority. The bin enclosure shall be provided and be made available for use prior to first occupation and be retained thereafter.

Reason: In the interests of visual amenity and highway safety and to ensure that the bins are adequately stored and to accord with policies P1 and DM1 of the adopted Rochdale Core Strategy, policy JP-S1 of Places for Everyone and the National Planning Policy Framework.

8. No part of the development shall be occupied until such time as the car parking, servicing and other vehicular access arrangements shown on the approved plans to

serve the development hereby permitted have been made fully available for use. The arrangements shall be retained thereafter for their intended purpose.

Reason: In the interests of highway safety and the free flow of traffic and in accordance with Policies T2 and DM1 of the adopted Rochdale Core Strategy, policy JP-C8 of Places for Everyone and the National Planning Policy Framework.

9. No part of the development shall be occupied until validation testing has been submitted to and approved in writing to demonstrate that the following internal noise levels have been achieved:

- 35 dB(A) Leq (16 hour) in the bedrooms with windows shut and other means of ventilation provided between 7 am and 11pm;
- 30dB(A) Leq 8 hour in the bedrooms with windows shut and other means of ventilation provided between 11pm and 7am;
- 35 dB(A) Leq (16 hour) in the living room/s with windows shut and other means of ventilation provided between 7 am and 11pm;
- 40dB(A) Leq (16 hour) in other habitable rooms with windows shut and other means of ventilation provided at all times.

The approved noise levels shall thereafter be retained.

Reason: To ensure that residents are not subject to excessive levels of noise in the interests of residential amenity and to accord with policies G9 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

10. No clearing of vegetation shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the Local Planning Authority.

Reason: In order to prevent disturbance to any nesting birds that may be present in accordance with Policies G6 and G7 of the adopted Rochdale Core Strategy, policy JP-G8 of Places for Everyone and the National Planning Policy Framework.

11. No development or works or site preparation shall take place until all trees and hedges to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: In order to protect the existing trees and hedges in the interests of the amenities of the area and in accordance with Policies G6 and G7 of the adopted Rochdale Core Strategy, policy JP-G8 of Places for Everyone and the National Planning Policy Framework.

Reason for pre-commencement condition: To ensure that retained trees are protected from all development at the site.

12. Notwithstanding the details shown on the approved plans, the buildings hereby approved shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces, retaining structures or other earthworks, hard surfaced areas and materials, planting plans, including a replacement tree schedule on a 2:1 ratio, specifications and schedules

(including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.

Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 10 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and to secure biodiversity mitigation in accordance with Policies P3, G1, G6 and G7 of the adopted Rochdale Core Strategy, policy JP-S1 and JP-G8 of Places for Everyone and the National Planning Policy Framework.

13. No above ground works shall take place until a scheme for the provision of bird nesting opportunities and hedgehog and small mammal enhancements as identified in the Initial ecological assessment & biodiversity net gain statement, prepared by Living Ecosystems has been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be fully implemented prior to first occupation of the development and be retained thereafter.

Reason: To ensure that the development would provide suitable species habitat mitigation and to accord with policy G7 of the Rochdale Core Strategy, policy JP-G8 of Places for Everyone and policy in the National Planning Policy Framework.

14. No development shall take place until a full condition survey of the unadopted highway (Wuerdle Street) has been undertaken and submitted to and approved in writing by the Local Planning Authority. Prior to first occupation of the development, the unadopted highway (Wuerdle Street) shall be returned to its pre-development condition and a further condition survey shall be submitted to and approved in writing by the Local Planning Authority.

Reason: in the interest of highways safety in accordance with policy DM1 of the Rochdale Core Strategy, policy JP-C8 of Places for Everyone and the National Planning Policy Framework.

Reason for pre-commencement condition: The condition relates to the construction phase of development.

15. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority.

The drainage scheme shall include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
- (ii) A restricted rate of surface water discharge to public combined sewer, but only if the Planning Authority agrees that infiltration is discounted by the investigations; in this case, the rate should match the existing predevelopment greenfield runoff rate from the site or 5l/s, whichever is the larger value, or be a

reduction in the existing brownfield runoff rate of 50% of Qbar (average annual peak flow, 1 in 2.3 year storm return period).

(iii) Construction details for permeable paving including kerbing and cross-section of open graded sub-base, if this type of paving forms part of the sustainable drainage system.

(iv) Levels of the proposed drainage systems including proposed ground and finished floor levels in mAOD. Foul and surface water shall drain on separate systems at least to the point of discharge from the site, in accordance with Building Control Part H Drainage requirements.

(v) The background calculations of the MicroDrainage® model or any other software or calculations that have been used for the drainage design.

(vi) Provision of a Maintenance Document explaining how the surface water scheme will be maintained and managed after completion.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. Prior to occupation/ use of the proposed development, the drainage scheme shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. To prevent an increased risk of flooding as a result of the development and to ensure satisfactory disposal of surface water from the site in accordance with Policy G8 of the adopted Rochdale Core Strategy, saved Policy EM/7 of the adopted Rochdale Unitary Development Plan, policy JP-S4 of Places for Everyone and the National Planning Policy Framework.

Reason for pre-commencement condition: Drainage infrastructure will need to be implemented prior to commencement of above ground works and a scheme therefore needs to be agreed in advance of the same.

16. A watching brief for contamination shall be maintained throughout the development. If during works on site contamination is suspected or found or contamination is caused, the Local Planning Authority shall be notified immediately and no further works shall take place until a suitable site investigation and/or risk assessment and/or scheme for remedial actions has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be completed in accordance with the approved details. If contamination is not suspected, found or caused during development a completion letter shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that residents are protected from any unidentified contamination of the site and to accord with policies G9 and DM1 of the adopted Rochdale Core Strategy and 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.

