

APPLICATION NUMBER: 23/00605/FUL

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.	CASE OFFICER	DATE
23/00605/FUL	Aimee Bovaird	11 September 2023

Address: Land North Of Hillcrest Road Rochdale OL11 2QE

Proposal: Erection of two storey dwelling including dormers to rear, associated parking and garden boundary treatment (resubmission of 22/01548/FUL)

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

DELEGATION	Significant departure from local plan?	N	Contrary to national policy?	N
	Applicant a Council Member or officer?	N	Contrary to previous decision?	N
	Major with 10 or more objections and recommending approval?	N	Called in or Planning Panel objection?	N

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

EIA	Screening opinion completed and saved to Onbase?	N
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CONDITIONS	Pre-commencement conditions proposed?	Y
	Pre-commencement conditions agreed (or notification period expired)?	Y

RECOMMENDATION	GRANT subject to conditions
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CHECKED AND SIGNED OFF BY: LA DATE: 14.12.23

SITE

This application relates to land on the north side of Hillcrest Road, beside no.15 Hillcrest Road. This is not in a conservation area and is not a listed building. There are a couple of layers of brick on site relating to a previous permission.

Surrounding the site is residential dwellings, this is in the Defined Urban Area.

PROPOSAL

The proposal consists the erection of one dwelling with two rear dormers, a rear extension, proposed window on the second floor and a proposed red brick wall not exceeding 1m in height from the ground.

The ground floor will contain a lounge/ kitchen area, bathroom and the extension will be an open plan living/ dining area.

The first floor will contain three bedrooms. The second floor will contain one bedroom and one bathroom.

At the rear garden the 2m brick wall will be maintained and the 1.8m timber fence will be maintained. The front of the property will be hard surfaced and with a new red facing brick wall.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Adopted Rochdale Core Strategy (CS):

- SO2 Creating successful and healthy communities
- C1 Delivering the right amount of housing in the right places
- C2 Focusing on regeneration areas and economic growth corridors/areas
- C3 Delivering the right type of housing
- C4 Providing affordable homes
- C6 Improving health and well being

SO3 Improving design, image and quality of place

P3 Improving design of new development

SO5 Improving accessibility and delivering sustainable transport

T2 Improving accessibility

DM1 General Development requirements

SD1 Delivering sustainable development

Unitary Development Plan (UDP):

G/D/1 Defined Urban Area

EM/7 Development and Flood Risk

EM/8 Protection of Surface and Ground

Supplementary Planning Documents (SPD):

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

RELEVANT SITE HISTORY

23/00198/CPE - Application for a certificate of lawfulness (Existing) in relation to the lawful commencement of planning permission D49154 (erection 3 dwellings) enabling completion of works in line with that permission – Grant

22/01548/FUL - Erection of two storey dwelling including dormers to rear, associated parking and garden boundary treatment – withdrawn

07/D49154 - Erection Of 3 Dwellings (Resubmission Of D46756) – approved

05/D46431 - Erection Of 4 Town Houses – withdrawn

06/D46756 - Erection Of 3 Dwellings -Revised Proposal D46431 – Grant

CONSULTATION RESPONSES

United Utilities

No objections.

Highways And Engineering

The following comments have been received,

'Highways have raised concerns regarding previous applications for residential development on this site with regards to parking provision and as it appears that this application shows an unchanged layout those previous concerns are still applicable.

The submitted plans show two off street parking spaces however we would say that these spaces do not appear to be viable in terms of width and accessibility.

The parking space to the side of the proposed dwelling is not wide enough to accommodate a standard car therefore is not viable. The parking space to the front of the proposed dwelling does not have adequate reversing space to get into the position as shown on the submitted plans and our concerns relate to the number of vehicle manoeuvres it would take to get into the parking space. Taking into account that the footway fronting the development would be busy with school children going to and from the nearby school these difficult vehicle manoeuvres are likely to have an impact on road safety.

For the size of the proposed dwelling Council Standards would require the provision of two viable off street parking spaces and this application does not meet that requirement.

We would not expect that the development would create any highway capacity issues on the wider highway network.

The servicing of the extended property would remain unchanged.

We cannot support this application as the parking provision as proposed is not viable and it is likely to have a detrimental impact on road safety.'

Further comments,

'The approved plans (D49154) show two standard sized tandem parking spaces to the side of each dwelling which met parking standards at that time. The recently submitted plans show one parking bay to the side of the proposed dwelling with one bay to the front where previously approved plans show a garden.'

The bay to the side is not viable because the "As Built" plan 499 PLO3B shows a bay width of 2 metres which is below standards for a parking bay and is not viable because a car parked in that location would not be able to open its doors as they would be restricted by the house wall on one side and the proposed fence on the other.

The location of a parking bay as now proposed at the front of the house (in the area which was previously approved as a garden) would not have been approved by Highways at the time of the previous approval for the same reasons regarding accessibility and road safety that we are raising with this application.

It is the position and viability of these bays which is our concern and we may not have been as concerned if the bays were omitted rather than the applicant trying to provide non-viable and unsafe parking arrangements.'

Further comments have been received,

We would not support this application if the parking bays are retained because of the road safety and accessibility issues we outlined in our previous comments on this application.

If the parking bays were omitted and the development relied on on-street parking only an objection on the lack of internal parking provision may not be sustainable because;

- ❑ The character of the houses both adjoining and in the surrounding area is that they do not have the benefit of any off street parking.
- ❑ The site is in a relatively sustainable area and is within easy walking distance to public transport (Castleton train station, and a regular bus route) with good access to local amenities.
- ❑ The Council has approved planning in similar areas with either reduced or no parking provision so a precedent may have already been set.

The parking bay to the side of the property does not meet Council standards in terms of size and is not viable. It may be that the original approved plans are different to the as built development.

The original plans show a garden to the front of the development and not a parking bay, we would not have supported a parking bay in that area because of the reasons we are now raising.

Lead Local Flood Authority/Drainage

The following comments have been received (summary):

'Although it is good practice to drain roof water to soakaway, the close proximity of other buildings will preclude this. Since there is both Surface Water and Foul (Combined) sewer in the road, then roof surface water should be connected to the public SW sewer.'

Network Rail
No comments.

REPRESENTATIONS

Letters of representation have been sent out to surrounding neighbours. No comments have been received.

ANALYSIS

Principle of Development

The proposed dwelling is within the Defined Urban Area, as designated under the Proposals Map of the Unitary Development Plan (UDP). New development, wherever possible and appropriate, should be concentrated within the urban area in order to support urban regeneration and to protect the countryside.

The principle of development is considered acceptable and is therefore subject to consideration using detailed development management policies and guidance.

Highways

Policy T2 of the adopted Core Strategy seeks to improve accessibility by locating development where good access to public transport is available or can be provided and in all circumstances, prioritises the safety, accessibility and amenity of those who live or have business in the area. Policy DM1 also states that all development proposals should provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location. Paragraph 111 of the National Planning Policy Framework 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.

The Highways Officer have been consulted and raised objections as the parking was unviable and unsafe. The parking has now been omitted from the scheme and this is secured by a condition that requires details of how the front garden will be landscaped including the front boundary wall. The Highways Officer consider that this is acceptable in this case owing to its sustainable location and the character of the immediate area. Therefore on balance the proposal is acceptable in regards to Policy T2 and DM1 of the adopted Core Strategy and relevant NPPF policies.

Design

Policy P3 of the adopted Core Strategy requires all new developments, regardless of location in the borough, to adhere to high standards of design. Policy DM1 of the Core Strategy states that all development proposals will be expected to demonstrate that they are of high quality design and take the opportunity to enhance the quality of the area, in addition to requiring a number of other basic planning considerations.

Paragraphs 126 and 130 of the National Planning Policy Framework (NPPF) state that good design is a key aspect of sustainable development and that planning policies and decisions should ensure that developments function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, which is largely reflected within Policies DM1 and P3 of the Council's adopted Core Strategy, which requires development proposals to demonstrate high quality design.

The proposed development will be finished in red brick and this is similar to the wider street scene. The overall design will reflect the neighbouring dwellings and would be set a similar distance from the highway as no.15 Hillcrest Road. The design is considered to be acceptable having regard to the NPPF and DM1 and P3 of the Core Strategy.

Neighbouring dwellings have soft and hard landscaping to the front of the property, this is a low red brick wall with plants and hedging. If the application is approved the development should incorporate this to reflect the surrounding residential dwellings.

Amenity

Core Strategy policy DM1 requires all development proposals to demonstrate that they will not have a negative impact upon the amenity of future residents and occupiers. Policy G9 requires that sensitive new developments such as housing are not adversely affected by existing sources of pollution, including noise, from certain types of industry. Paragraph 130 of the National Planning Policy Framework advises that planning decisions should result in places with a high standard of amenity for existing and future users.

The “Guidelines and Standards for Residential Development” SPD contains a number of guidance parameters for the design and layout of new housing in order to preserve the amenity standards for surrounding residents.

For a single story rear extension, paragraph 5.6 of the SPD states, “for attached properties, a point 3 metres along the common boundary measured from the rear elevation of the adjoining or adjacent dwelling(s).” Paragraph 5.7 explains that if the new extension is set away from the boundary, the projection can be increased by the amount equal to the extra distance from the side boundary providing the extension does not project beyond a 45 degree line measured from the point along the common boundary.

The rear elevation on the proposed development will project 3m from the rear elevation. This is in accordance with the SPD and is not considered to have a negative effect on the amenity of the neighbouring occupiers. There are no dwellings rear of the property therefore this will not result in a loss of privacy.

The SPD also sets out guidelines for rear dormers in paragraph 5.16. The proposed dormers are modest in size and do not exceed the height of the ridge. The proposed dormers comply with the space standards as there are no residential dwellings behind the site.

All habitable rooms will receive a sufficient amount of light and outlook. The proposed dwelling will have a small garden and this is enough in relation to the house to provide enough outdoor amenity space.

In light of the above, the proposal would not unduly impact on the amenity of the occupants of neighbouring properties and would provide an acceptable level of amenity for future occupiers in accordance with policy DM1 of the adopted Rochdale Core Strategy, the SPD and the NPPF.

Noise and Disturbance

The site is located off Hillcrest Road and the surrounding the site is residential properties considered that the proposed Class C3 (a) residential use and the activities reasonably expected from such use would be compatible with the surrounding land use. Notwithstanding the assessment of impacts to the highway network, associated vehicle movement would not cause an undue level of disturbance.

Privacy

Section 4.1 of the Guidelines and Standards for Residential Development SPD sets out minimum distance standards which all new residential developments should adhere to in order to ensure a satisfactory standard of amenity for surrounding, existing and future occupiers.

The proposed dwelling proposes one window on the second floor with obscure glazing and one window on the ground floor. This will not result in a loss of amenity for the neighbour at no.15 Hillcrest Road as the ground floor is not opposite another window and the other window will be obscured glazing. No new windows are proposed on the west elevation.

Drainage and Flood

Policy G8 of the Core Strategy sets out the Council's strategy for managing water resources and flood risk more effectively in the interests of public safety, protecting property and infrastructure and the conservation of the natural environment. The NPPF also establishes that inappropriate development in areas at risk at flooding should be avoided and that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere.

The proposed development is not in a flood risk zone. The Council's Drainage Officer has been consulted and raised no objections, however has suggested a drainage condition to ensure sustainable drainage.

RECOMMENDATION GRANT WITH 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. This permission relates to the following plans:-

Location Plan

Proposed Block Plan – 499-PL07C

Proposed Floor Plans – 499-PL05E

Proposed Elevations – 499-PL06D

and the development shall be carried out in complete accordance with these drawings 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. 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) Diagram of the foul and surface water drains, which should be separate until the final manhole, in accordance with Building Control Part H Drainage requirements.
- (ii) Construction details for permeable paving including sub-base details e.g. cross-section, if this type of paving forms part of the sustainable drainage system.

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 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.

- 4. Prior to first occupation of the dwelling hereby permitted, full details of the hard and soft landscaping scheme including boundary treatments adjacent to the highway, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation of the dwelling, and thereafter be maintained as such.

Reason: In the interest of visual amenity and highway safety and to accord with DM1 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.

Report Author Aimee Bovaird