

APPLICATION NUMBER: 23/00051/FUL

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.	CASE OFFICER	DATE
23/00051/FUL	Rosalind Gralton	28 June 2023

Address: Jack Mccann Court Trafalgar Street Rochdale

Proposal: External improvements to existing sheltered housing scheme, including new car park gates, new boundary treatment, resurfacing of paths and car park and alteration of one doorway

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/A
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CONDITIONS	Pre-commencement conditions proposed?	N
	Pre-commencement conditions agreed (or notification period expired)?	N/A

RECOMMENDATION	APPROVE SUBJECT TO CONDITIONS
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CHECKED AND SIGNED OFF BY: LA DATE: 05.07.23

SITE

The site relates to Jack McCann Court – a retirement housing complex facing inwards into an internal courtyard. The building is constructed in red brick with a tile roof and has a mixture of roof types, at single and two storeys.

The site is located within the defined urban area. The site is bounded by Back Bradshaw Street to the north, Edward Street to the East, Fitton Street to the South and Flannel Street and Trafalgar Street to the west. Bradshaw Street runs from the centre of the courtyard west and divides Flannel Street and Trafalgar Street.

The site is not, nor adjacent to, a listed building and is not located within a conservation area.

PROPOSAL

Planning permission is sought for:

Repaving of 146sqm area of internal courtyard

Erection of railings atop existing boundary wall along Fitton Street and small section of railing to Edward Street removed.

Double door to replace existing single doorway along Back Bradshaw Street

1.9m high railings, pedestrian and vehicle access gates to Flannel Street.

Value Added

Plans were amended to show full elevations with the proposed boundary treatment, and reduce height of the gates to Flannel St/ Trafalgar St elevation to 1.9m.

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

C2 - Focusing on regeneration areas and economic growth corridors / areas

SO3 – Improving design, image and quality of place

P1 – Improving image

P3 – Improving design of new development

SO4 – Promoting a greener environment

G6 – Enhancing green infrastructure

G8 – Managing water resources and flood risk

SO5 - Improving accessibility and delivering sustainable transport

T2 – Improving accessibility

DM1 – General development requirements

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

82/D13431 – Residential Development Sheltered Accommodation Comprising 44 flats and 1 house - Grant subject to conditions 29/03/1982

79/D08066 – Outline Application for Sheltered Housing Accommodation – Grant subject to conditions 24/05/1979

CONSULTATION RESPONSES

Highways And Engineering

The Council's Highway's Engineers were consulted on the application and their response is provided below:

'The existing use of the site is long established and we would not expect that there would be any substantial change in the current servicing arrangements or an increase in traffic generation.

There would be some impact on parking with the introduction of gates on the existing access into the parking area. The gates are set back from the adopted highway with adequate space for vehicles to park when entering so we have no concerns over this arrangement.

We would not expect that there would be any impact on road safety as a result of development

The demolition of walls adjacent to the adopted footway may cause some damage to the footway surface so we would ask that the applicant undertakes a dilapidation survey of the footways affected prior to demolition. Any damage as a result of the demolition must be rectified at the expense of the applicant.

Subject to the requested condition Highways would raise no objection to this application.'

Lead Local Flood Authority/Drainage

The Council's Drainage Engineer was consulted on the application and their comments are as follows:

'Minor Re-paving works are planned. The clarifications on the P3 indicate that only minor re-paving is planned. The other areas of shaded paving is existing and not undergoing modifications.

Recommendations:

Since the area of re-paving is small, I see no need for a drainage condition.'

Env Health - Noise/Odours

No comments received to date

REPRESENTATIONS

The application was publicised by way of neighbour notifications. No comments were received.

ANALYSIS

The key considerations to this application is design and residential amenity.

DESIGN

Policies DM1 and P3 of the Council's adopted Core Strategy requires development proposals to demonstrate high quality design. In addition, 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.

The proposal seeks to make minor alterations to the existing building, including door widening and alterations to the boundary treatment.

The proposed door widening would remain in keeping with the existing building and would not disrupt the overall design of the building.

The proposed works to boundary treatment, in relation to railings atop boundary wall of Back Bradshaw street – would result in a 1.8m high boundary treatment adjacent to the highway. Given the step down in levels, it is not considered this would result in an unacceptable visual amenity impact.

To Fitton Street, The existing boundary wall would be reduced in height, and railings 700mm in height would be sited atop the wall. These railings would mimic the height of the wall – which varies as it steps down along Fitton Street. The total height of the wall and railings would vary from 1.1m in height to 1.3m. It is not considered these would have any unacceptable impact on visual amenity of the streetscene of Fitton Street.

The proposed gates to Bradshaw Street, are set back 9m from Trafalgar and Flannel St, and would be set well back from the front building line established on Trafalgar and Flannel St. As such, the proposed green anti climb mesh fencing, vehicle and pedestrian gate, would not be considered unacceptable.

Subject to the conditions in respect of materials, the design of the proposal is acceptable and the application accords with the relevant parts of Core Strategy policies DM1 and P3, the SPD and the National Planning Policy Framework.

IMPACT ON RESIDENTIAL AMENITY

Paragraph 130 of the National Planning Policy Framework advises that planning decisions should always seek to secure a high standard of amenity for existing and future users.

The proposals would widen an existing doorway, which would not seek to result in any unacceptable overlooking impact. Additionally the proposals seek to place railings atop a boundary wall adjacent to the highway of Fitton Street and Back Bradshaw Street, as well as modifications to existing railings. The proposed works to the boundary treatment would not result in an overbearing impact upon passers-by along the footway, and the resulting maximum heights – 1.3m along Fitton Street and 1.8m along Back Bradshaw Street, would not be unacceptable within its context.

HIGHWAYS

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. Similarly, Policy DM1 of the CS states proposals should demonstrate 'satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location'.

The Council's Highways Engineers were consulted on the application and raised no objection, acknowledging the site is long established and would not result in a substantial change to existing arrangements and traffic generation. The Case Officer concurs with their consultation response. Concerns are raised however regarding the works to the demolition of walls and impact upon the adopted footway – as a result it is requested a condition is secured for the applicant to submit a dilapidation survey of the footways affected prior to demolition. Any damage as a result of the demolition must be rectified at the expense of the applicant.

As such, it is considered the proposals would not have an unacceptable impact on highway or public safety and the proposals would accord with the requirements of CS Policy DM1 and the NPPF.

DRAINAGE

The proposed area of paving is located adjacent to the main entrance to the building, in the north eastern corner of the property. The proposed paving is to be repaved with Marshalls Conservation Paving, which is considered acceptable. The Council's Drainage officer was consulted on the application and as a result of the minor works proposed, would have no objection to the proposals and no drainage conditions have been proposed as a result.

RECOMMENDATION

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:-

Application form
Proposed Elevations – 58 P3
Proposed External Works Layout – 54 P3
Location Plan

and the development shall be carried out in 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 Core Strategy, the Unitary Development Plan and the National Planning Policy Framework.

3. The materials used in the construction of the exterior of the development hereby permitted shall match those detailed within the application form and as per annotations within drawings:

Proposed Elevations – 58 P3
Proposed External Works Layout – 54 P3
Location Plan

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

4. The proposed demolition works to any boundary walls shall not commence until a dilapidation survey, providing a survey of the footway, including photographs, has been submitted to and approved in writing by the local planning authority. Any damage to the footway must be made good upon completion, with materials and finish to match the existing surface.

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.

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 Rosalind Gralton