

# APPLICATION REPORT - PA/343377/19

Planning Committee, 16 October, 2019

**Registration Date:** 16/05/2019

**Ward:** Coldhurst

**Application Reference:** PA/343377/19

**Type of Application:** Full Planning Permission

**Proposal:** Development of a 3 storey block of 14 one bedroom apartments.

**Location:** Land at Haworth Street, Oldham, OL1 2BX

**Case Officer:** Brian Smith

**Applicant** First Choice Investments

**Agent :** Civitas Planning Limited

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## THE SITE

The application site comprises a 0.09 ha rectangular area of land on Howarth Street situated at the very edge of a densely populated urban area, including a new housing development to the north, set in a former quarry at a significantly lower level than the site subject of this application.

The application site together with a neighbouring site on Craven Street were formerly used as allotments.

## THE PROPOSAL

This application proposes a three storey block of 14 one bed apartments, including a ground floor wing to the rear.

With the exception of the second floor which will be faced with brick and the inclusion of soldier course details elsewhere, the build will largely be rendered. Insofar as the roof is concerned, slate like tiles matching those of neighbouring dwellings are proposed.

Ten off street parking spaces are proposed.

## PLANNING HISTORY

PA/336554/15 - Erection of 4 dwellings - Approved 22/05/15

PA/333074/12 - Variation of condition no.1 relating to PA/331614/11 - Approved 28/11/12.

PA/331614/11 - Erection of 4 dwellings - Approved 30/01/12.

## SITE CONSTRAINTS

CDA Critical Drainage Area

CAS Coal Authority Standing Advice

## RELEVANT PLANNING POLICY

Development Plan Document - Joint Core Strategy and Development Management Policies

Policy 1 - Climate Change and Sustainable Development;  
Policy 3 - An Address of Choice;  
Policy 5 - Promoting Accessibility and Sustainable Transport Choices  
Policy 9 - Local Environment;  
Policy 11 - Housing;  
Policy 20 - Design; and,  
Policy 23 - Open Spaces and Sports.

The guidance within the National Planning Policy Framework (NPPF) is also a material planning consideration.

## CONSULTATIONS

Traffic Section	No objection.
Pollution Control	No objection subject to conditions.
United Utilities	No objection subject to conditions.

## REPRESENTATIONS

The application has been advertised by means of a site notice, press notice and neighbour notification letters. Objections have been received on the following grounds:

- The number of cars and people associated with the proposed development would cause increased disturbance and increasingly competitive on-street parking to the detriment of the amenity of the neighbourhood and future relations therein.
- The proposed building is considered to be overbearing and in turn out of keeping with the size/scale of the neighbouring dwellings to the detriment of the street scene as a whole.
- Extent of glazing proposed would contribute to a harmful degree of overlooking of neighbouring dwellings.
- Loss of existing views..
- Subsequent noise and air quality implications.

## PLANNING CONSIDERATIONS

The main material considerations include:

1. Principle;
2. Design and relationship with street scene;
3. Residential amenity;
4. Highway safety.

### 1. Principle

The application site is a 'greenfield' site; however development of this site for residential purposes has previously been granted planning permission as recent as May 2015 (since expired).

### 2. Design and relationship with street scene

The prevalent character of the area is two storey dwellings. This three storey building, on account of the sloping nature of the site, would be similar, albeit slightly higher, than the ridge height of nos.1 & 3 Howarth Street. It is not considered to represent a form of development which would be unduly harmful to the existing street scene, particularly in light of the fact of the current street scene being characterised by various house types and the elevated setting of the neighbouring flats, namely Rockliffe Villa.

Further, the architectural style of the building which would positively address the Haworth Street frontage and palette of materials, is considered to be acceptable in this setting.

### 3. Residential Amenity

With regard to the future safeguarding of the amenity currently enjoyed by neighbours, insofar as the occupiers of the dwellings on Craven Street are concerned, notwithstanding the lower level of these neighbouring dwellings in relation to the proposed build, excluding the single storey wing, a distance of approximately 21m would be maintained between the rear of these and the main body of the proposed building. This in conjunction with the building's orientation in this instance and absence of any living room/bedroom windows in the rear elevation, together with the strong urban character of the surrounding built environment, should ensure that the occupiers of these neighbouring dwellings would not suffer an injurious loss of amenity in terms of their existing outlook, light and privacy. In turn, an adequate separation distance would be maintained with Rockliffe Villa.

Insofar as the relationship with 3 Haworth Street is concerned, this neighbouring property has a side elevation habitable window, but considering the said window is secondary to another window within the rear elevation of the property and the existence of an alleyway which separates the application site from this neighbouring house, the potential impact on this neighbouring property would be acceptable.

Further, as a consequence of topography, the implications for the occupiers of the neighbouring dwellings on Shadowbrook Close to the north of the application site, would be negligible.

Turning to the future living conditions of the occupiers of the apartments, the gross internal floor area appears to be compliant with the Technical housing standards - nationally described space standard dated March 2015.

The proposed development is therefore considered to be compliant with the provisions of Policies 3, 9 and 20 in this regard.

### 4. Highway safety

The sustainable location of the site and the proposed access and parking arrangements should ensure that highway safety is not compromised.

### Conclusion

With the above in mind it is considered that the proposal is acceptable.

### **RECOMMENDATION**

Approve, subject to the following conditions:

1. The development must be begun not later than the expiry of THREE years beginning with the date of this permission.

Reason - To comply with the provisions of the Town & Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be fully implemented in accordance with the approved plans and specifications received 16th May & 8th August 2019, referenced 3747.2 Revision A, 3747.3, 3747.4 and 3747.5.

Reason - For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and specifications.

3. Prior to the construction of any external surfaces of the development hereby permitted, samples of the materials shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the materials to be used throughout the development shall be consistent in terms of colour, size and texture with the approved samples.

Reason - To ensure that the appearance of the development is acceptable to the Local Planning Authority in the interests of the visual amenity of the area.

4. No dwelling shall be occupied until the access to the site and car parking space for that dwelling has been provided in accordance with the approved plan (Ref:3747.2 Rev A) and the details of construction, levels and drainage, which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the construction of the access and parking spaces. Thereafter the parking spaces and turning area shall not be used for any purpose other than the parking and manoeuvring of vehicles.

Reason - To ensure adequate off-street parking facilities are provided and remain available for the development so that parking does not take place on the highway.

5. The use of the building hereby approved shall not commence until a scheme for the provision of secure cycle parking has been implemented in accordance with details which shall have previously been submitted to and approved in writing by the local planning authority. The approved facility shall remain available for users of the development thereafter.

Reason – In order to promote sustainable means of travel.

6. No development shall commence unless and until a site investigation and assessment in relation to the landfill gas risk has been carried out and the consultant's written report and recommendation have been submitted to and approved by the Local Planning Authority. Written approval from the Local Planning Authority will be required for any necessary programmed remedial measures and, on receipt of a satisfactory completion report, to discharge the condition.

Reason - In order to protect public safety, because the site is located within 250 metres of a former landfill site.

7. No development shall commence unless and until a site investigation and assessment to identify the extent of land contamination has been carried out and the

consultant's report and recommendations have been submitted to and approved in writing by the Local Planning Authority. Written approval from the Local Planning Authority will be required for any necessary programmed remedial measures and, on receipt of a satisfactory completion report, to discharge the condition.

Reason - In order to protect public safety and the environment.

8. No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must 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;

(ii) A restricted rate of discharge of surface water agreed with the Local Planning Authority (if it is agreed that infiltration is discounted by the investigations); and

(iii) A timetable for its implementation.

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.

Foul and surface water shall be drained on separate systems.

Thereafter, the development hereby permitted shall be carried out in accordance with the approved drainage scheme.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

..... **Case Officer**

..... **Date**

..... **Planning Officer**

..... **Date**





Scale 1:1250



