
Planning & Heritage Statement

Proposal for the Development of 4no. Dwellings with
Associated Landscaping on Land to the South of
Hare Hill Road, Littleborough

February 2024



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1.0 Introduction

This statement has been prepared to support residential development at land to the South of Hare Hill Road. The land is previously semi-developed with an access road and storage sheds opposite the rear yards of terraces on Hare Hill Road.

This proposal has been prepared in line with national and local planning policy.

This statement assesses the proposed development against the relevant national and local development planning policy. It should be read in conjunction with the design and access statement and any other documentation provided with the application.

The site is located to the Northwest of Littleborough town centre, within an urban area, surrounded mostly by housing and is a previously developed site.

The application will be considered having regard to the Rochdale Core Strategy, Adopted October 2016; the Rochdale Borough Unitary Development Plan and Policies (1996-2016 Local Plan), supplementary planning documents and the National Planning Policy Framework (NPPF).

2.0 Site Description

The application site comprises a level parcel of land covering approximately 0.19 acres and includes 13 sheds and garages and hardstanding.

The site fronts onto the rear alley serving Hare Hill Road terraces to the North and is bounded by residential dwellings to the East and South with the West elevation facing a Fire Station staging ground. The site boundaries consist of metal railings and concrete panel fencing.

Pedestrian and vehicular access is via an open boundary to the North elevation via either an access road off Hare Hill Road to the North or via the rear alley from Lyndale Drive.

There are no trees and very little vegetation on site, an arboricultural survey has not been commissioned at this time.

As the proposal includes the removal of the existing sheds, a bat survey has not been commissioned at this time.

3.0 Surrounding Area

Being within an urban area, the site is within walking distance of all community services and facilities; including local schools, shops, medical services, recreation facilities and public transport links. The site is connected to the established road infrastructure. There are bus stops within a few minutes' walk, including one 50m from the site, on Hare Hill Road. There is also easy access to Littleborough train station, just 9 minutes walking distance. This area is considered to be a sustainable location, suitable for residential development.

There is a varied mix of different properties within the immediate area around the site, built throughout different periods. Hare Hill Road consists of 2 to 2.5 storey, traditional, stone, and red brick terraced housing. Nearby Lyndale Drive and Henderville Street include a mix of mid and late twentieth century semi-detached and bungalow properties.

North of the site includes the same mix of properties with Terraces lining the main road and semi-detached dwellings off ancillary streets.

The Hare Hill Road Terraces that back onto the site are all two and a half storey properties, with living areas within the roof space, all with roof lights and one with a dormer and Juliette balcony.

The properties directly South and East of the site are one and two storey dwellings. To the West, the Fire Station and station grounds behind a tall metal fence.

Local materials are either red brick or sandstone with various shades used for the more modern developments, some of which include part render. Roofs are mostly dual pitched with gables or hipped, older properties from slate and more modern properties in clay tiles.

Development on Hare Hill is generally of a linear form, with dwellings facing the road, although there are some exceptions, where a blank gable faces the highway. To the South, the continuous rows of housing break as side roads fan out nearing the town centre. To the North of the site, there are a series of cul-de-sacs with less regimental placement of housing.

As the built form within the vicinity consists of up to two and a half storeys for individual housing, it is believed that in an urban, residential area, a proposal for further two and a half storey terraced dwellings would reflect the existing use and form of development within the surrounding area and be a suitable form of accommodation and an efficient use of a Brownfield site.

The sheds and garages are from a mix of timber, polycarbonate, and corrugated steel construction in a poor state of repair with peeling paint and rotting or warped wood. The structures are unattractive and do not offer any visual benefit to the outlook of the surrounding dwellings.

3.0 Development Proposal

The existing structures do not make efficient use of the site. As such, the proposal is to clear the site and replace with 4no. two and a half storey dwellings. The dwellings will comprise one double bedroom and two single bedrooms.

The site is proposed to comprise a suitable site access, two car parking spaces per unit, secure bicycle storage, waste and mixed recycling bins and private gardens.

4.0 National Planning Policy Framework

With regard to this application, relevant national policy refers to the National Planning Policy Framework. The National Policy Framework states that planning is about creating sustainable development to enhance positive growth; making economic, environmental and social progress for this and future generations and that a presumption in favour of sustainable development should form the basis for every plan, and every decision. The National Planning Policy Framework is a material consideration in planning decisions. It is stated within the policy that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including widening the choice of high quality homes; actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling, and focusing significant development in locations which are or can be made sustainable; and delivering a wide choice of high quality homes.

Within Section 9 of the NPPF, Promoting sustainable transport, it is stated that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel and ensuring on larger scale developments that key facilities, such as primary schools and local shops are located within walking distance of most properties. There are schools and

shops within walking distance of the site. There is a nurse within 10 minutes' walk of the site on Newall Street and Littleborough Community Primary School is within 0.3 miles. The nearest shop is a Sainsbury's Local 4 minutes' walk of the site, on Hare Hill Road.

Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Therefore, a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport should be supported.

The application proposes on-site parking provision, but due to the close proximity of many services and facilities, sustainable modes of transport would be encouraged and a secure, covered bicycle stores would be provided to each dwelling.

Within Section 5, Delivering a sufficient supply of homes, it states that Local planning authorities should have a clear understanding of housing needs in their area. Utilising evidence from a Strategic Housing Market Assessment, they should identify the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period and address the need for all types of housing.

Section 8, Promoting healthy and safe communities, stresses the importance of facilitating social interaction, safe and accessible environments and enabling and supporting healthy lifestyles. Within 1 mile of the site there are various fitness, leisure centres and community centres, including Hare Hill Park, Littleborough Sports Centre and Littleborough Cricket Club. In addition, the scheme has been designed to provide private gardens for each dwelling. As such, access to outdoor or indoor recreational space is readily available within walking distance.

Whilst the front boundary is open, there is no through route. The existing/proposed boundary treatments to the remaining boundaries will be closed. Access to the rear gardens will be secured via fences and fence gates. The site will be secure and has been designed to reduce the occurrence of crime.

Section 11 of the NPPF refers to making effective use of land, with paragraph 118 c) specifically noting that substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs, and that appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land should be supported. The application site is redundant and within the settlement. Under the adopted Local Plan (and Allocations Plan), the site has no restrictive policy designations. The use of this site to provide housing therefore accords with national policy, subject to other material considerations.

Section 12 states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. The design concept of the scheme has resulted in a proposal that it is considered to accord with design principles, reflecting the scale, massing and materials used within the immediate area; whilst creating a scheme that takes account of the amenity of future occupants.

Details relating to the design concept can be found within the design and access statement, but it is believed that the design of the scheme considers the overall character of the surrounding area, the practicality of access around the site and management of the development, as well as the amenity of future residents. With regard to sustainable forms of development, sustainable means of transport and delivering housing needed for different groups, it is believed that this proposal reflects the statements within the NPPF.

5.0 Rochdale Unitary Development Plan – June 2006

The Spatial Strategy

5.1 G/SP/1: Urban Concentration and Regeneration

The application site is within Littleborough, identified on the proposals map as a defined urban area on the outskirts of the town centre. This is one of the areas in the policy for development to be concentrated with an emphasis on regeneration of older, run down housing, employment, and town centre areas. Policies G/SP/1 and G/D/1 state that the re-use of suitable previously developed land will remain a key priority. This policy further seeks specifically to accommodate at least 80% of new dwellings provided in the plan period on previously developed land or in existing buildings.

The application site is currently a redundant brownfield site, within a sustainable location in a key settlement area, surrounded by residential development and within easy reach of all local services and facilities. It is believed, that in principle, redevelopment of the application site for residential development is acceptable.

5.2 G/H/1 Housing

The policy sets out the target, Net per annum dwelling increase in the region based on the Regional Planning Guidance (RPG13), considering the anticipated development from the different land uses.

In this calculation, dwellings expected to come forward from small sites also have been taken into account, with an assumed 70 dwelling increase per annum. Further, brownfield sites account for 84% of the total supply. Therefore, new 'windfall' brownfield sites form an integral part of the councils aims for new dwelling targets.

5.2 H/3 Residential Developments Outside Allocated Areas

As illustrated above, 'windfall' brownfield sites are important in supplying new dwellings. These sites are suitable if they comply with the following:

- a) The site is on previously developed land;
- b) The site is well located in terms of access to jobs, shops and services by modes of transport other than the car;
- c) The development provides a mix of dwellings in terms of type and size;
- d) The proposed development is compatible with the Plan's policies dealing with flood risk, unstable land, contaminated land and landfill gas; and
- e) The proposed development is compatible with surrounding uses, including highways, both in terms of its impact upon those uses and the impact of surrounding uses upon the amenity of future residents.

The site is previously developed and sustainably located. The mix of dwellings only applies to sites that are over 0.4 ha and so isn't a consideration with this application. PRA's and drainage strategies will be supplied to support the full application. It will be evidenced in this and supporting documentation that part (e) will be achieved.

5.3 H/4 Backland Sites

The site also fits the criteria of a 'Backland Site' which has the following additional requirements:

- a) The proposal is sensitive to, and compatible with, the character of the surrounding area and adjoining buildings in terms of scale, design and materials;
- b) Where the proposal is within the curtilage of an existing dwelling, sufficient private garden space is provided for both the existing property and the proposed development;
- c) The proposal does not affect adversely the amenity of residents of adjoining dwellings through overlooking, overshadowing, loss of privacy or loss of daylight;
- d) The proposal achieves satisfactory access and off-street parking arrangements without significantly increasing noise, nuisance and disturbance to the occupants of adjoining properties;
- e) The proposal involves no loss of, or damage to, trees or other natural features of amenity value or sites of ecological importance; and
- f) The proposal does not prejudice the development potential of an adjacent site.

The development has been designed to suit the surrounding buildings in terms of scale and design. The new 2.5 storey ridge will be lower than Hare Hill Road ridges, see proposed site sections. Materials have been specifically chosen to match the materiality of the terraces on Hare Hill Road. Section (b) isn't relevant to this application.

Separation from the proposed rear elevation to no. 11 Lyndale Drive has been set at 10m as per 'Figure 4 Principal window and single storey secondary elevation' from the Residential Development SPD. Although it appears that windows are on this elevation of no. 11 Lyndale Drive, they are likely to be either:

- a secondary window, with a primary window to the front/rear of the property
- a bathroom window

The proximity of the existing boundary fence and hedges to this elevation will further restrict the existing and new occupants from overlooking issues.

Loss of daylight will not affect neighbouring properties. No. 11 Lyndale Drive (the closest property) is south of the development and will therefore not be overshadowed.

5.4 H/5 Residential Density

Proposal meets the requirement of 30-50 dwellings per hectare. Site is 0.1 hectare with 4no. dwellings so is slightly better than this target.

Accessibility

5.5 G/A/1 (Part One Policy) Accessibility

The requirements and considerations for accessibility in the UDP align with the broad scope outlined in NPPF and have been addressed in the earlier sections of this statement. The following comments offer clarity on the provisions for accessibility to and within the development site.

For vehicles, the site is reached via an access road off Hare Hill Road. The access road is wide enough to allow passing of two cars at the junction with the highway. The turn from this access into the rear lane/alley is only one car wide widening out beyond with the garage

hardstanding currently forming an informal turning space. Egress/entry can also be achieved however via the alley. It has therefore been important to incorporate wide arcs into the proposed parking layout, maintaining this turning point for future and existing residents.

Pedestrians can approach via the same access road off Hare Hill Road. The pavement to this access is level with the road surface and leads to a snicket to Whitelees Road. The surface is even but potholes are present in small sections leading to the development. An alternative route is via Lyndale Drive, through the alleyway behind Hare Hill Road. This surface is more even and better suited to wheelchair access.

The new dwellings will be hardscaped to create a safe, level surface approach as well as access paths around the sides of the development to the rear gardens.

Design and the Built Environment

5.6 G/BE/1 (Part One Policy) Design Quality

The broad requirement of this policy is that developments should make a positive contribution to the quality of the existing local environment and identify specific factors to be considered in assessing good design and layout.

5.7 Be/17 New Development Affecting Conservation Areas

The design should be sympathetic to surrounding built form in terms of layout, scale and materials used, especially due to its location just outside the border of the Littleborough Town Centre conservation area.

- The dwellings have been designed to reflect the materials and character of the existing built form, within the local area. A staggered configuration has been chosen to maintain separation of the frontages from the existing rear yards.
- Two and a half storey buildings are proposed which, as can be noted from the illustrative street scene, does not significantly extend above adjacent buildings, and therefore does not dominate the skyline. Although larger than adjacent buildings, the street scene will still have a sense of openness, due to the space retained between neighbouring buildings to the north and south.
- Reconstructed walling stone is proposed to be used, to reflect the most prevalent finishing material within the conservation area. This material uses Yorkstone aggregates quarried from the same natural sources as those used for natural stone walling, therefore closely replicating the visual and textural characteristics of natural stone. Large windows have been incorporated offering maximum, natural daylight into the dwellings, whilst providing an enhanced outlook for residents. These windows will have top hung openers but have traditional features, such as sash horns and vertical muntins. Cast stone headers and cills to the windows and doorways have been chosen to tie in with the architectural detail on Hare Hill Road.

The above design decisions have been taken to integrate the new development to suit the existing architecture in the conservation area. However, it should be noted that the dwellings will not be easily visible to the main road and therefore their adherence to architectural features will not be as significant as those developments that are more prominent on the street scene. Crucially, point 19.39 states that 'It is not the Councils intention that new development should be stifled provided that development satisfies the principles set out in the policy.'

It is believed that this proposal satisfies the design requirements of this policy.

Environmental Management

5.8 G/EM/1 (Part One Policy) Environmental Protection and Pollution Control

Adherence to the policies set out in G/EM/1 will be evidenced when this proposal seeks full approval. At this stage, requirements for a Coal Mining Risk Assessment have been met however due to the site being in a High-Risk Area.

A consultant has been appointed to provide this Coal Mining RA and will be included in this submission.

6.0 Conclusion

This site is within a sustainable location, where there are significant opportunities for sustainable transport modes, including walking, cycling and public transport links.

This location within the borough is noted as being suitable for housing development within local planning policy and it is believed that in principle a housing scheme here would be acceptable.

Safe and suitable access to the proposed development site can be achieved.

Due to the proposed layout and use of the site, the development should have no significant impact on the adjacent residential dwellings.

A residential use would enhance the amenity of neighbours due to reduced risk of anti-social behaviour at a redundant, vacant site.

Redevelopment of the site will enhance the visual appearance and use of the site.

Redevelopment of the site could offer economic, social and environmental value to the local community.

The high quality, sympathetic design will harmonise with surrounding buildings due to scale, outlook and materials used.

The application site is an ideal location for residential development due to being within an urban area, surrounded by housing; offering residents the opportunity to feel part of the community, whilst benefitting from easy pedestrian access to all local services and facilities.