

Planning Statement

Land Adjacent 34 Queen Street

Heywood

Rochdale

OL10 4JY

Erection of a Two Storey Building Comprising of One 2-bed (3 person), and One 1-bed (2 person) Self-Contained Flats (Resubmission of 23/00985/FUL)

August 2024



Norden **Quantity Surveying** and **Construction Services** LTD



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1.0 INTRODUCTION

- 1.1 This planning statement is submitted by Norden Quantity Surveying on behalf of the applicant who owns the land adjacent to the gable of the end terrace dwelling No.34 Queen Street, Heywood, Rochdale. The land was sold by Rochdale Council through an Auction in September 2019 (Ref Lot No 004 – Land on the east side of Queen Street, Heywood). The Council advised at the time of auction that the land was suitable for development.
- 1.2 The land proposed has historically been open with a small patch of grass and small shrubs around its edges. The land is currently vacant, has no identifiable formal purpose, and has been in this disused state for at least the past 15 years, although maintained.
- 1.3 The proposal is for the Erection of a two storey detached building Comprising of two self-contained flats. A previous application at the site submitted on 03rd October 2023 was refused by the Council on 1st May 2024 (App No. 23/00985/FUL – Erection of 2.no 2-bedroom self-contained apartments for the following reasons;
1. By reason of internal layout the proposal would result in a poor standard of amenity for future occupiers as both apartments do not meet the minimum standards and Apartment 1, bedrooms 1 and 2 would have a poor outlook. The proposed development is also poor design and would be harmful to the character and appearance of the surrounding area. As such the proposal would not comply with policies DM1, P1, P2, P3 and C3 of the adopted Rochdale Core Strategy, the Guidelines and Standards for Residential Development' (June 2016) SPD and the National Planning Policy Framework and relevant policies in Places for Everyone.
 2. By reason of the proposal encroaching on the unadopted highway this would have negative effect on pedestrians using the highway and footpath, and would be unacceptable in regards to highway safety. As such the proposed development fails to accord with Policies T2 and DM1 of the adopted Core Strategy and the National Planning Policy Framework and Places For Everyone.
- 1.4 Given the refusal decision of the above application, this resubmission has taken those details and reasons into account in providing adequate internal living space to meet housign standards, whilst urther infrmation and clarity is provided relating to he previous encrochment issu of the highway.

1.5 The proposed measures include;

- The highway stopping up information is now provided which shows that a formal closure has been obtained and that a 1.8m width footway is maintained.
- The windows and doors along the front elevation now have the same detailing as the existing terrace, whilst the doors follow same pattern as the terrace (front elevation)
- Windows to the rear are also now consistent with surrounding properties
- Internally, the flat at first floor has been reduced to a 1-bed flat which now meets space standards;
- The garden space to the rear has been made larger by reducing the single storey projection of the building – in turn this would also provide a better outlook for occupiers at ground floor and increase the distance from the windows to the rear boundary.
- Bin storage is now positioned away from windows towards rear/sides of the boundary - a covered bin store should be provided to reduce poor outlook.

1.6 Compared to other housing markets in the North West and Greater Manchester, the Rochdale and north east Manchester housing market is generally less attractive. The housing on offer in the borough has stark differences in terms of quality and price and it fails to address the needs of existing or future residents. An oversupply of older terraced housing and a lack of high value housing across the borough means that it fails to attract and retain residents with higher incomes.

1.7 An ambitious target of providing 460 additional homes per year is considered necessary to meet demand and to help regenerate the borough. The latest Housing Land Availability Assessment indicates that there is considerable scope to meet its housing target using previously developed sites, especially in the south, and with limited use of greenfield sites.

1.8 The Council needs to focus the right type of housing in the right areas, maintain the regeneration of older areas of housing and social housing estates and ensure that the community infrastructure necessary to support areas of housing growth are provided.

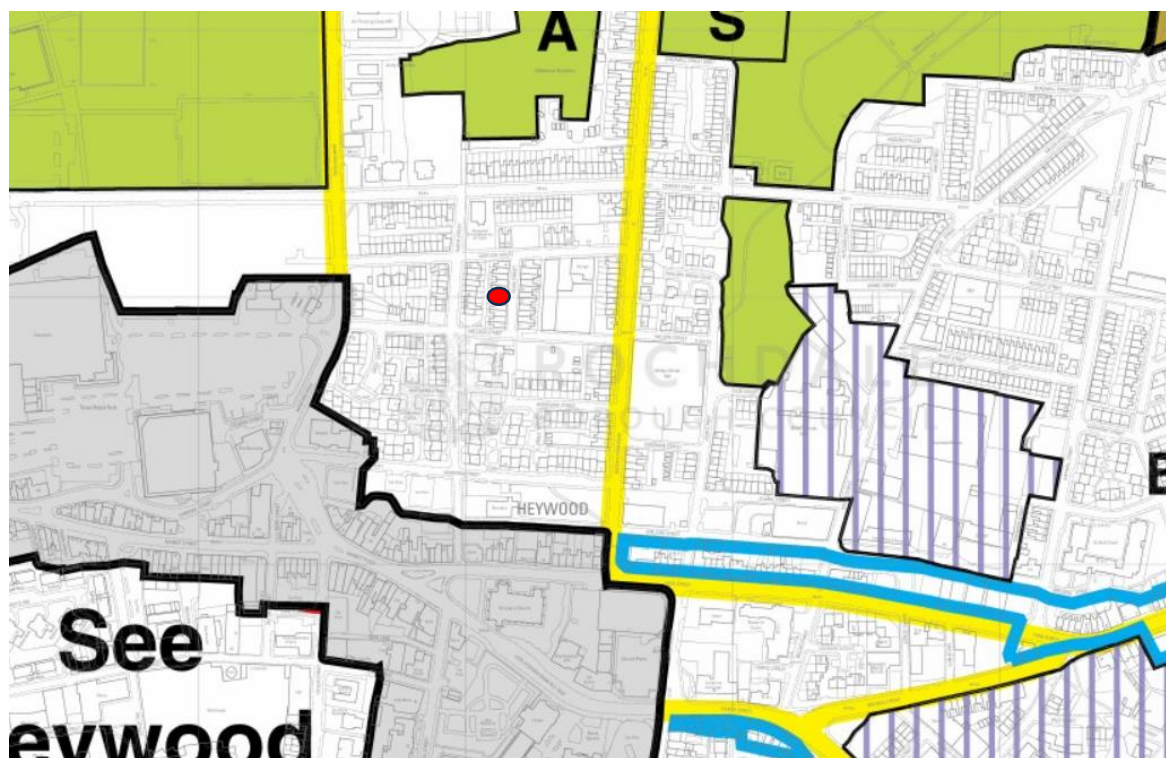
1.9 The applicant would like to work with the Council in order to secure approval for the proposed use.

2.0 SITE AND SURROUNDINGS

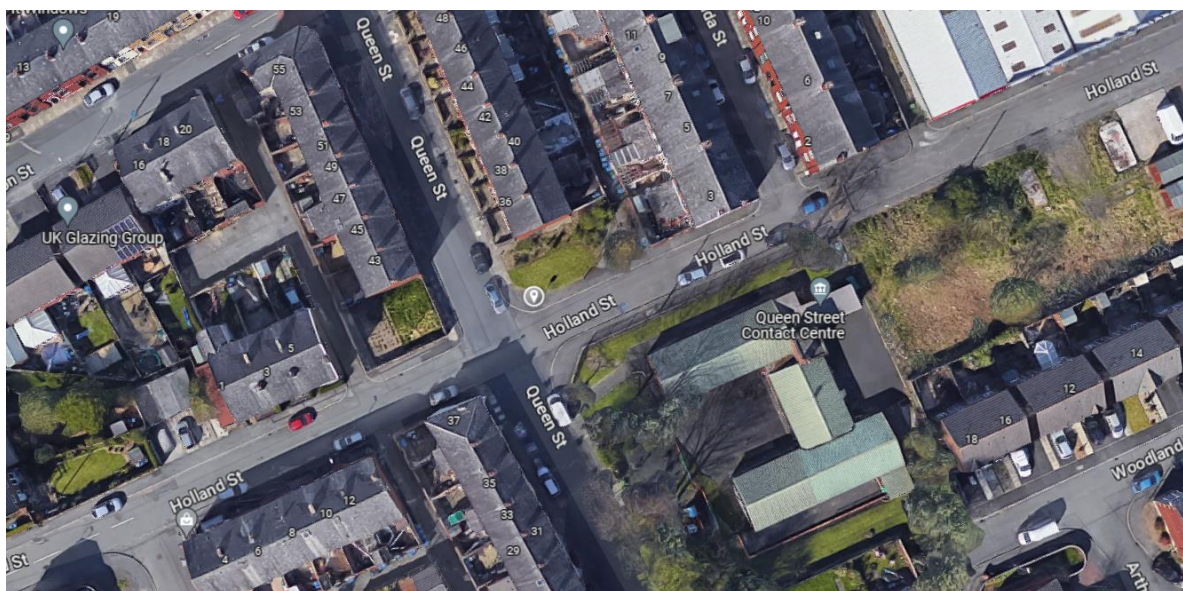
- 2.1 The application site is located adjacent to the end terrace and gable elevation of No.34 Queen Street, Heywood. The site is grassed over and is relatively flat and measures approximately 8m x 16m. There are no trees on site, whilst small shrubs are positioned on the edges of the site. The site is located on a prominent corner position where Queen Street meets Holland Street.
- 2.2 34 Queen Street is a two storey dwelling of traditional Victorian design and constructed of redbrick to the front, side, and rear. Natural slates are used for the roof with upvc used for the window and door frames. A number of properties along this terrace are extended by single storey extensions to the rear, similar to those on the opposite terrace on Hilda Street located to the rear of the site.
- 2.3 The UDP Proposals Map shows that the site itself is unallocated but in the defined urban area. Heywood Town Centre and York Street local centre are in walking distance from the site (outlined in blue). Public buses regularly run along York Street.
- 2.4 The surrounding area is predominately residential with a mixture of traditional terraced properties and bungalows. The site is close to Morrisons Supermarket and Times Retail Park to the west.



The UDP Plan above shows the location of the site circled in red (Unallocated).



- 2.5 The Proposals Map above indicates the site in red with Heywood Town Centre shaded in grey and York Road local centre outlined in Blue, all within walking distance of the site.



- 2.6 The site is located on the corner of Queen Street and Holland Street as shown above within a mainly residential area.



2.7 Photo above shows the front elevation of the terrace along Queen Street with the site grassed over.



2.8 Photo above shows the site from Holland Street.



Left; Photo shows the single tree on the edge of the site removed. No trees are currently on site.

3.0 PROPOSED DEVELOPMENT

- 3.1 The applicant is applying for planning permission to construct a two storey detached building comprising of one 2-bedroom, and one -1-bedroom self-contained flats.
- 3.2 The ground floor flat (a flat over 1 floor – minimum 61sqm for 3 persons), would provide a lounge/kitchen area, 2 bedrooms (3 person) and a separate bathroom equating to 62.25sqm of floor space. The second flat would span over the first floor and loft space (a flat over 2 floors – minimum 58sqm for 2 persons), this flat would include a lounge/kitchen area, a bathroom and living room, and one bedroom in the loft area. This flat would provide to 62.6 sqm of floor space. The external storage/yard area would be provided to the rear of the building.
- 3.3 The building design originates from the existing terrace dwellings along Queen Street. The proposed building would consist of similar features including dual pitched roof design, well-proportioned windows with stone heads and cills, red brick along all its elevations, and a slate roof construction.
- 3.4 The elevation heights, window sizes and openings have been designed as a continuation of neighbouring dwellings, whilst the single storey element to the rear is proportionate in size. Usable private garden space for the future owners of the property would be to the rear of the building. Access to the rear yard would be provided via the side access walkway proposed to be maintained between the gable of No.34 Queen Street and the proposed development.
- 3.5 In terms of parking, this would be provided on street.
- 3.6 The bin storage area would be located in the rear amenity space and would be covered.

4.0. INVOLVEMENT

- 4.1 No formal pre-application advice in this instance has been sought from the Council. The scheme put forward is an acceptable proposal providing quality accommodation in this area. It should be acknowledged that the land was sold for development by Rochdale Council, and the 'Report – Planning Statement' as part of that sale is provided as part of this application which outlines its potential (see Appendix).
- 4.2 Paragraph 39 of the NPPF states;
- “Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.”.
- 4.3 This planning Statement has been submitted as part of this planning proposal to provide a reasoned justification of the proposal using local and national planning policy and guidance.
- 4.4 The issues of highways safety, amenity of the surrounding area, design and the principle of the development are taken into consideration in the assessment below.

5.0 HISTORY

5.1 A history check has been undertaken which has revealed the following planning history for the site;

Erection of 2.no 2 bedroom self-contained apartments

Land Adjacent To 34 Queen Street Heywood OL10 4JY

Ref. No: 23/00985/FUL | Received: Wed 06 Sep 2023 | Validated: Tue 03 Oct 2023 | Status: Decided

6.0 RELEVANT PLANNING POLICY

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the development plan unless material considerations indicate otherwise.
- 6.2 Rochdale's Core Strategy was adopted in July 2016 and is the key Development Plan Document. It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long-term strategic policies for Rochdale's future development and will form the framework that planning applications will be assessed against.
- 6.3 The Core Strategy seeks to deliver sustainable development and growth in accordance with the objectives of the National Planning Policy Framework (NPPF). It aims to increase investment in the borough and to make it a more prosperous place by 2028. The Core Strategy will have a major role in guiding the regeneration of the borough, building on the investment that has already taken place in some areas and identifying where to focus on next.
- 6.4 It looks to build on the borough's assets, heritage and identity and on its connections and relationships with neighbouring towns. In particular, the borough needs.
- 6.5 The following Local Plan policies have relevance to the proposal:

DM1	GENERAL DEVELOPMENT REQUIREMENTS
P2	PROTECTING AND ENHANCING CHARACTER, LANDSCAPE AND HERITAGE
P3	IMPROVING DESIGN OF NEW DEVELOPMENT
C3	DELIVERING THE RIGHT TYPE OF HOUSING
G9	REDUCING THE IMPACT OF POLLUTION
T2	IMPROVING ACCESSIBILITY

NPPF (2021)

- 6.6 The NPPF clearly states 'that the purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). Paragraph 10 confirms that 'in assessing and determining

development proposals, local planning authorities should apply the presumption in favour of sustainable development’.

6.7 **Paragraph 11** states that a presumption in favour of sustainable development is at the heart of the NPPF. It goes on to say that ‘for decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay;
or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

6.8 **Paragraph 60** of the NPPF states:

“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay”.

6.9 **Paragraph 120** of the NPPF states that Planning policies and decisions should:

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively.

6.10 **Paragraph 124** of the NPPF states:

Planning policies and decisions should support development that makes efficient use of land, taking into account:

a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it.

- 6.11 **Paragraph 130** of the NPPF, advises that Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
- 6.12 The general perspective of the NPPF is that planning should proactively drive growth and support sustainable economic development. It also states that planning should make effective use of land by reusing land that has been previously developed and sets out a presumption in favour of sustainable development. The government is committed to ensuring that the planning system does everything it can to support sustainable economic growth.

National Planning Practice Guidance (NPPG)

- 6.13 The government published its NPPG on 6 March 2014. This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the NPPG or other national advice in the Analysis section of the report, where appropriate.

7.0 ASSESSMENT

Principle

7.1 The building proposed would be located in a residential area close to but outside the local centre of York Street, Heywood. Policy E2 of the council's core strategy is therefore relevant and which states we will ensure a sufficient supply of suitable land, buildings and infrastructure in the right places to support the creation and retention of successful businesses and increase the number and quality of jobs to create a more prosperous lower carbon economy. To do this we will;

- Promote the delivery of infrastructure, such as improved transport, housing, education, energy (including the strength realised energy networks), water and wastewater, and information and communications technology (including high speed broadband) with a focus on supporting economic development.

7.2 The application site is Defined Urban Area as allocated under the Rochdale Unitary Development Plan. As such policy G/D/1 is relevant to any applications on the site and this establishes that development should be located in the urban area so as to support urban regeneration and protect the countryside.

7.3 Policy C1 of the Core Strategy establishes to;

Maximise the potential of previously developed sites, including empty homes and buildings within the urban area to achieve a target of 80% of new housing of previously developed land; and ensure that sites are sustainable with good access to local services, facilities, green infrastructure, shops, jobs, schools and public transport.

7.4 Policy C3 of the core strategy is also relevant and its aims are to;

- Ensure new development provides housing types that take account of local needs and aspirations; Promote densities that make efficient use of land whilst delivering a range of housing to widen choice in the borough and reflect local character;

7.5 The proposed clearing of the site and erection of a contemporary yet traditionally designed building would make a better use of the site which is in need of investment. The site is becoming to appear unsightly in this prominent location, and in need of investment to a suitable functional use and where it would not have a negative impact on the surrounding area.

- 7.6 The site is well located in relation to small scale apartment buildings as well as typical family housing accommodation in urban areas for it to support urban regeneration and protect the countryside.
- 7.7 The proposal would provide good housing accommodation which is much needed in this urban area. It would enhance the character of the area by bringing an existing site into use, it would consider the needs of the local community of protective surrounding built environment and provide future occupiers with services within walking distance and reduce the need to travel.
- 7.8 The effect on residential amenity by reason of noise or other nuisance would be minor given its location amongst other similar uses and by virtue of its location near the local centre.
- 7.9 It is also considered that the proposal would not have a detrimental effect on the safe and efficient operation of the existing transport and road infrastructure. Highways safety is further discussed in the relevant section below.
- 7.10 In respect of part of the above policies, the area is predominantly residential and therefore the proposed residential use is considered as a complimentary use to the existing character of the area and is located in a sustainable area with good access and facilities and which makes efficient use of the land whilst delivering an appropriate use for the site.
- 7.11 In light of the above it is considered that the principle of providing residential units at the application site is acceptable.

Amenity

- 7.12 Policy DM1 of the Core Strategy sets out a number of basic planning considerations that apply to all development. Further to this, paragraph 67 of the NPPF, containing the 'core planning principles', advises that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.
- 7.13 Policy G9 of the Core Strategy sets out that the Council will seek to reduce all forms of pollution by requiring that development does not have impacts that lead to an unacceptable increase in air, water, noise, light or other pollution.
- 7.14 It has already been established above that the principle of providing residential accommodation at the site is considered acceptable. The area is established as being in residential use, and the proposal would therefore be in keeping with existing land uses around the area. It is however important to ensure that the proposal

would not impact unduly on matters such as noise and other pollution effects, with regards given to the impact of each flat within the building as well as the impact from, and upon existing surrounding properties.

- 7.15 In relation to noise it should be acknowledged that there would be some noise from neighbouring commercial land uses as well as from road noise from Holland Street and Queen Street. However, due to its location, the noise from neighbouring uses which are mainly residential is not considered to have a significant impact on the amenity of future occupiers or from external noises.
- 7.16 In terms of internal noise between flats, the internal layout has been carefully designed so that bedrooms and living rooms are least affected by noise, however it should be noted that floor and internal partitions required would have acoustics barriers fitted where required to ensure future residents are adequately protected from unacceptable levels of noise, internal noise levels can be conditioned if required.
- 7.17 In respect of other matters, it is important that the development provides adequate space about buildings, it is considered that there would be no concerns regarding the distance to the front of the building which would face open land on the opposite side of Queen Street.
- 7.18 The rear elevation would face the yard area and would be at approximately 14.5 to backs of properties on Hilda Street. Although this does not meet the guidance of 21m of face-to-face habitable room windows, it should be noted that this is the close knit residential nature of this location and wider distances cannot be provided and are in this instance acceptable. Furthermore, the ground floor single storey element has been scaled back from the previous refused design, this now provides a greater distance to neighbouring properties in terms of privacy.
- 7.19 In terms of the outlook from the ground floor windows, due to the bin stores being covered and moved to the sides of the yard they will no longer be positioned directly in front of the windows thereby obstructing views/outlook. As such the amenity of future occupiers would be much improved in comparison to the previously refused layout.
- 7.20 There would be no habitable room windows in the side elevation of the building.
- 7.21 The proposed development would adequately provide the level of amenity that would be expected at a residential property within this area. The proposal would be compatible with the density and character of the surrounding development.
- 7.22 With regard to the living conditions of future occupiers of the property, it is noted that each habitable room within the building would be provided with natural light and ventilation, with an outlook to the streets on the front and rear of the property. The windows would all provide an outlook and ventilation which would be sufficient. Each property would have its own WC and washing facilities.

- 7.23 The bin storage areas would be provided to the rear of the site set away from the highway and from the main public vantage points along Holland Street. A brick wall around the yard area would also be erected to secure the bins in their proposed area. The bin areas would be covered to ensure amenity of future residents is considered.
- 7.24 In light of the above, it is considered that the development would provide adequate space about buildings, so as to protect future residents from any excessive levels of overshadowing and/or loss of privacy and a good standard of living accommodation. The application is therefore acceptable in this respect and would meet with the expectations of Policies along with the relevant requirements of the National Planning Policy Framework.

Design

- 7.25 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.
- 7.26 Paragraph 130 of the revised national planning policy framework states that decisions should ensure that development will 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. Policies P2 and P3 of the core strategy set out a requirement for good design, improved image and protection and enhancement of character, landscape and heritage.
- 7.27 The property externally has been designed to continue the features of the adjacent properties along Queen Street. The external features of similarity include window sizes and window design, fenestrations, and a dual pitched roof.
- 7.28 It should also be noted that the front elevation would be the most prominent where it would be viewed by people walking along Queen Street and Holland Street, and from passing vehicles. As such, the roof has been designed to be pitched and gable ended to match the existing terraces, whilst the materials proposed for the dwelling would include red brick for the walls and Quinn Rathmore slate effect roof tiles or equivalent to match the surrounding area.
- 7.29 The brickwork, roof materials, windows frames and doors used would match those used on these neighbouring dwellings. The materials for the dwelling and their detail can be confirmed as a condition of any approval if necessary.

- 7.30 It is considered that the amended design as part of this resubmission would not undermine the character of the area or the traditional surrounding built environment as a whole and would be acceptable in this location and position where nearby properties consist of a variety of buildings and dwelling types, including dwellings with single storey extensions. It should be acknowledged that most of the single storey extensions to surrounding terraced dwellings are approximately 3.6m in length, whilst the projection proposed as part of this application is only 2.9m. The overall appearance is not considered harmful and would complement the character of the area in this location.
- 7.31 In light of the above, the proposal would result in no undue harm to visual amenity and would be acceptable to the overall character and appearance of the area and the street scene. The application would therefore accord in this regard with Policy LP24 of the Local Plan and the relevant parts of the NPPF, and SPD.
- 7.32 The brickwork used would match those used on the existing surrounding buildings, the design of the windows with stone surrounds should be welcome and the exact design of doors can be confirmed, and a condition attached if necessary. As such, the proposed changes would enhance the area and make better use of the site as a whole, and use of materials would have no detrimental impact on the character of the building or surrounding area.
- 7.33 Externally the building would provide outdoor amenity space that would be located to the back of the building that is safe and sufficient, these spaces would provide residents to sit out, hang washing if required and where the proposal would provide much needed facilities and convenience. In addition, shops and food places are within walking distance including local parks and public nature walks.
- 7.34 In light of the above, the proposal would result in no undue harm to visual amenity and would improve the overall character and appearance of the area and the street scene. The application would therefore accord in this regard with policies, the NPPF and SPD.

Highways

- 7.35 Policy T2 of the adopted Core Strategy relates to accessibility and Policy DM1 requires all development to provide satisfactory vehicular access with adequate parking and manoeuvring arrangements provided.
- 7.36 Paragraph 111 of the NPPF makes clear 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**'.

- 7.37 The proposed development would not provide any dedicated parking, whilst the Parking Standards set out within the core Strategy for this kind of development (2-bedroom flat) would be 2 spaces per flat, as such in total 4 parking spaces should be provided. However, it should be noted that this is a maximum standard, and where each flat would only provide accommodation for 3 persons.
- 7.38 Both Queen Street and Holland Street have no parking restrictions in place, in addition , the majority of parking is provided on street. Having surveyed the site there are considerable safe places to park around the proposed site where residents could park without hindrance to the safe and efficient operation of the highway.



Above image shows sufficient parking availability on side streets where future residents could park.

- 7.39 With regard to the capability of the highway network, the proposed use would not give rise to any detrimental increase in vehicular movements over the existing situation, and therefore the existing highway network is considered to be sufficient to accommodate the level of vehicles associated with such a use. The vehicle movements at the site would therefore not result in parking congestion on the highway or be of a detrimental impact to highway safety or the free flow of traffic within the immediate vicinity.
- 7.40 Given its location close to a main road into the town centre, with excellent bus links and parking available on side streets and in the vicinity, there would be sufficient provision for a development of this size in a location as sustainable as this (close to the local centre and on a major bus route); as such in this instance no parking spaces are justified.
- 7.41 It is not expected that this proposal would impact negatively upon the surrounding highway network than existing.
- 7.42 Bin storage would be provided in the rear yard area where refuse would also be collected from, similar to existing neighbouring dwellings.

- 7.43 Concerns were raised by the Highways officer as part of the previously refused application stating that the application site extended into part of the adopted highway, also an unadopted path in the south eastern corner of the site was also being encroached upon by the proposed development. Since the refused application, the applicant has submitted an application for the proposed stopping of the highway where the Notice was published 23 May 2024 with no objections received during the Notice period. Highways have advised that they will only complete the Order once planning permission has been granted. Evidence is provided in the Appendix section of this report. Therefore, the previous highways reason for refusal has now been overcome.
- 7.44 Given the details, it is considered the proposed development can safely be provided without resulting in harm to pedestrian and highway safety. The proposed development as demonstrated would be in accordance with Policies T1 and T2 of the Councils Local Plan and the NPPF where the proposal would not have a severe cumulative impact to warrant refusal of the application.

8.0 CONCLUSION

- 8.1 It has been demonstrated that the proposed development can be carried out in full compliance with the Council's policies in the Local Plan and the National Planning Policy Framework. The development would provide good quality residential accommodation which would bring a positive contribution into the local area without creating a significant detrimental impact on the amenity of the local occupiers and residents.
- 8.2 Given the above, the proposal should be supported in full by the Council.

APPENDIX

Rochdale Council - Sales Particular Planning Statement.

Planning Statement Holland Street, Heywood



Site description

The site is a small rectangular footprint at the end of a terrace row. The site comprises of a grass verge and contains some small bushes. There is a small miscellaneous red box located on the grass verge which may be some kind of local infrastructure; however it is unclear what this is. There is also a semi mature tree on the site. The surrounding uses are mainly housing with a day nursery across the road from the site.

Policy allocation

The site falls within an accessible and sustainable location within the defined urban area and is therefore covered by policy G/D/1 'Defined Urban Area' in the Unitary Development Plan. No other policy designations are relevant for this site. In principle the site may be possible for redevelopment.

Opportunities and suitable development options

The area surrounding the site is predominately residential. Any development on the site would be expected to echo the existing Victorian terraces that run parallel to the site on Hilda Street. These would need to be sympathetic in style, including a garden frontage. On Queen Street there is an example of a terrace row extension which has already been completed. Any proposal should seek to retain the tree on the edge of the site given that it currently functions as a prominent street tree and adds to the quality of the local street scene. There are no flood risk issues within the site boundary, however the adjacent Holland Street which is close to the site is at high risk of surface water flooding.

Stopping up of Highway

PUBLIC NOTICE

DEPARTMENT FOR TRANSPORT

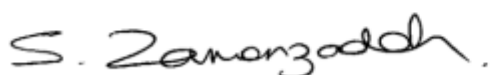
TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of an eastern part width of Queen Street extending into Holland Street at Heywood in the Metropolitan Borough of Rochdale.

If made, the Order would authorise the stopping up only to enable development to be carried out should planning permission be granted by Rochdale Metropolitan Borough Council. The Secretary of State gives notice of the draft Order under Section 253 (1) of the Act.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Rochdale Borough Council, Floor 3, Number One Riverside, Smith Street, Rochdale, OL16 1XU in the 28 days commencing on 13 June 2024, and may be obtained, free of charge, from the addresses stated below quoting NATTRAN/NW/S247/5686.

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on **11 July 2024**. You are advised that your personal data and correspondence will be passed to the applicant/agent to enable your objection to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection.



S Zamenzadeh, Casework Manager

Mr Adjid Hussain
732 Edenfield Road
Rochdale
OL127PP

National Transport Casework Team
Tyneside House
Skinnerburn Road
Newcastle Business Park
Newcastle upon Tyne
NE4 7AR

Your Ref:

Direct line: 07977 694 232

Our Ref: NATTRAN/NW/S2475686

www.gov.uk

Date: 9 May 2024

Email: nationalcasework@dft.gov.uk

Dear Mr Hussain

**TOWN AND COUNTRY PLANNING ACT 1990 – SECTION 247
PROPOSED STOPPING UP OF HIGHWAY AT JUNCTION OF QUEEN STREET /
HOLLAND STREET HEYWOOD, OL10 4JY
OS GRID REFERENCE: E: 385601 & N: 410985**

FIRST STAGE NOTIFICATION

Following your application for a stopping up Order, I am now enclosing a copy of the draft Order, plan and public notice, which detail the proposals.

We have issued these proposals to our consultees for any comments or objections and we have also arranged for the draft documents to be displayed at Rochdale Borough Council, Floor 3, Number One Riverside, Smith Street, Rochdale, OL16 1XU, for members of the public to view. In addition, we have arranged for the public notice to be published in both the London Gazette and the Heywood & Middleton Guardian on **23 May 2024**. This date will start the formal 28-day objection period.

ACTIONS FOR YOU

There are a number of actions we require you to take to ensure the legislation is followed correctly. Failure to comply with these requirements may result in a considerable delay to your application.

- Please print sufficient copies of the enclosed **Public Notice** and display in a prominent position at each end of the highway to be stopped up. It is essential that the notices are on site by **23 May 2024** and remain in place for the 28-day objection period.
- Once the notices have been displayed, please complete and return the enclosed 'certificate of posting' to us.
- Please advise us as soon as possible if you find that the public notice has failed to publish in the Heywood & Middleton Guardian.
- It is recommended that you contact Rochdale Borough Council, Floor 3, Number One Riverside, Smith Street, Rochdale, OL16 1XU to confirm the draft documents are available for public viewing.

We accept all correspondence either by email or hard copy to the above addresses.

ADVISORY

Please be aware that the acceptance of an application for a stopping up Order, or the publication of a Draft Order, must not be taken as an indication that an Order will subsequently be made.

You are reminded that you have no authority to stop up or divert a highway until the notice announcing the Secretary of State has made an Order, is published. Not only is it an offence to obstruct or interfere with a highway before this is done, it may also make it impossible for the Secretary of State to make an Order.

Should you have any questions regarding this letter, you can contact the Casework Manager dealing with your application, Kim Peacock, at Kim.Peacock@dft.gov.uk or 07977 694 232.

Yours sincerely



KAREN TWEDDLE
National Transport Casework Team