
Proposed Residential Development
Land Off Arcon Close, Rochdale
LB/230015/TN01 Rev B – 24 February 2023

Introduction

General

1. Mr J Grieves seeks planning permission for three detached bungalows on land located to the north-west of Arcon Close, Rochdale.

Planning Background and Purpose of Report

2. A planning application for a similar scheme (3no. detached bungalows) was submitted to Rochdale Metropolitan Borough Council (RMBC) in October 2022 under Local Planning Application (LPA) reference 22/01298/OUT.
3. The Highway Officer at RMBC reviewed the planning application and raised concerns in relation to the proposed access arrangements in email dated January 2023. The comments have been extracted from the email and are provided below:-

“The proposed access from Arcon Close is very narrow and does not meet the Councils standards for a private access road in terms of width. This width cannot support two-way traffic and cannot accommodate access for larger vehicles during the construction period or servicing vehicles afterwards. As service vehicles will not be able to enter the site refuse collection would have to take place on Arcon Close. Two of the proposed dwellings are above the maximum distance to a collection point for refuse vehicles. Arcon Close has no segregated footways and has a carriageway width of around 5 metres so if bins are placed here for collection they would obstruct vehicular access.

The proposed access road into the development runs alongside an existing private driveway which creates junction proximity and vehicular conflict issues.

The narrow access does not include any segregated footway so pedestrians and vehicles may come into conflict especially at the pinch point close to its junction with Arcon Close which is a road safety concern.”

4. The planning application was subsequently withdrawn and the scheme revised with a view to addressing the highway officers comments.

5. This Technical Note (TN) has been produced to support the revised planning application and demonstrate to the Local Planning and Highway Authority that the proposed development is acceptable from a highways and access perspective.

Site Location and Existing Conditions

6. The site is located to the north-west of Arcon Close, Rochdale, as shown on **Figure 1** below.

Figure 1 – Site Location



Source: Google Maps

7. The application site currently comprises a private garden. The site is bounded by a mixture of terraced and semi-detached residential dwellings to the north, east, south and west, and Arcon Close to the south-east.
8. Vehicular access to the site is provided from the Arcon Close, via a priority controlled, gated, dropped kerb access, as shown **Figure 2** below.

Figure 2 – Existing Site Access



Source: Google Maps

9. The existing access gate is set back around 7m from the carriageway edge which allows a car to safely wait off the adopted highway. The gate has a width of over 3.5m.
10. The width of the access road where it meets Arcon close is circa 3.0m.
11. Arcon Close is located to the south-east of the site and is a residential cul-de-sac, with the section serving the application site providing access to circa 27 dwellings. Arcon Close is an unadopted highway.
12. Within the vicinity of the site, Arcon Close has a carriageway width between 4.8 m – 5.0m and operates on a shared surface basis, is street lit and is subject to a mandatory speed limit of 30mph.

Road Safety

13. The Planning Practice Guidance (PPG) '*Transport evidence bases in plan making and decision taking*' document states that, "*Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems*".

14. In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recently available five-year period ending 31st December 2021. The data shows that no accident occurred at the site access, or along the entirety of Arcon Close or Heatley Road, over the five-year period. As a result, no further analysis of the accident record is required and the local highway network is considered to be operating safely.

Proposed Development and Access Arrangements

15. The proposed development comprises 3 bungalows with a total of 6 parking spaces, as shown on the site layout plan is provided in **Appendix A**.
16. Vehicular access to the proposed development will be provided in the same location as the existing access along Arcon Close. The gates will be removed and the section of the access road between the Arcon Close and the main internal site will be retained as existing and operate on a shared surface basis. Within the main area of the site the access road has been widened from the previous scheme to 4.5m, which is sufficient to allow two cars to pass in free flow, and a footway provided on the northern side of the access.
17. Whilst it is acknowledged that the width of the access falls below the typically recommended widths, this is considered acceptable in this instance for the following reasons:-
- The scale of development proposed (3no. bungalows) will result in the access being lightly trafficked. It is widely accepted that a single dwelling would generate between only 6 to 8 two-way vehicle movements over the course of an entire day, with perhaps 1 movement occurring in each peak hour. Based on the three dwellings proposed, the development would generate only 3 movements in the AM peak hour and 3 movements in the PM peak hour. Given that residential traffic is tidal, with the majority of traffic departing in the AM peak hour and arriving in the PM peak hour, the chance of two opposing vehicles meeting at the access is extremely low;
 - The access road has a width of 3m-3.5m for only a very short length of circa 7m, with the access road within the site having a width of 4.5m, which is sufficient to allow two cars to pass in free flow. Again, the likelihood of two vehicles meeting on the short 7.0m long narrow section of the access will be low. Notwithstanding this, the access has been designed on a priority basis, with vehicles entering the site having priority over vehicles leaving the site. This arrangement will work well as good levels of intervisibility are provided, allowing vehicles egressing the site to see a vehicle approaching and make the decision to wait and give way, ensuring that no blocking back to Arcon Close occurs;

- The layout of Arcon Road and site access arrangement will result in a lightly trafficked, slow speed environment. On this basis and given that the access is on the outside of a bend, excellent levels of intervisibility are provided to approaching vehicles;
- The access will operate on a shared surface basis which is considered acceptable when having regard to guidance contained at paragraph 7.2.14 of the MfS which states that shared surface access roads work well in the following situations, which is entirely consistent with the proposed development.
 - *In short lengths, or where they form cul-de-sacs;*
 - *Where the volume of motor traffic is below 100 vehicles per hour (vph) (peak); and*
 - *where parking is controlled or it takes place in designated areas.*
- The existing access is operating safely with no recorded accidents having occurred at the access or in the immediate vicinity of the access over the most recently available five-year period;
- In terms of access by fire tender vehicles, section 6.7.3 of the Manual for Streets (MfS) document states the following:-

“A 3.7 m carriageway (kerb to kerb) is required for operating space at the scene of a fire. Simply to reach a fire, the access route could be reduced to 2.75 m over short distances, provided the pump appliance can get to within 45 m of dwelling entrances”.
- The proposed access provides a 3.0m-3.5m width over a very short (7.0m) distance. At the point where the fire tender would be required to fight the fire, an access width of 4.5m is provided, in excess of the recommended 3.7m;
- A 3.0m-3.5m wide access is also sufficient to accommodate larger construction tipper and delivery type vehicle movements, which typically have a width of 2.5m. The existing access has been shown to accommodate these construction vehicles, with photographic evidence of an excavator and tipper on-site provided on **Figure 3** below.

Figure 3 – Photo of Excavator and Tipper On-Site and Construction Vehicle Specification



18. In relation to servicing, refuse collection will take place along Arcon Close consistent with the arrangements for the existing dwellings. As shown on the site layout plan is provided in [Appendix A](#), a bin store will be provided within the vicinity of the access for use on collection days, which is 13.0m to the north-west of Arcon Close and therefore well within acceptable carry distances set out in the MfS.

19. The introduction of the bin store addresses the highway officers concerns on the previous application in relation the storage of bins on Arcon Close. It should also be noted that as refuse collection for the existing properties already takes place from Arcon Close, the development will not result in an increase in refuse vehicle movements when compared to the existing situation.

Summary and Conclusions

20. Mr J Grieves seeks planning permission for three residential dwellings on land located to the south to the north-west of Arcon Close, Rochdale. The analysis presented in this Technical Note demonstrates that the proposed access arrangements are acceptable to serve the scale of development proposed and are suitable for use by emergency and construction vehicles. On this basis there are no highway related reasons to withhold planning permission and the scheme is therefore commended for approval.

S|C|P

APPENDIX A



Side Elevation

Front Elevation

Rear Elevation

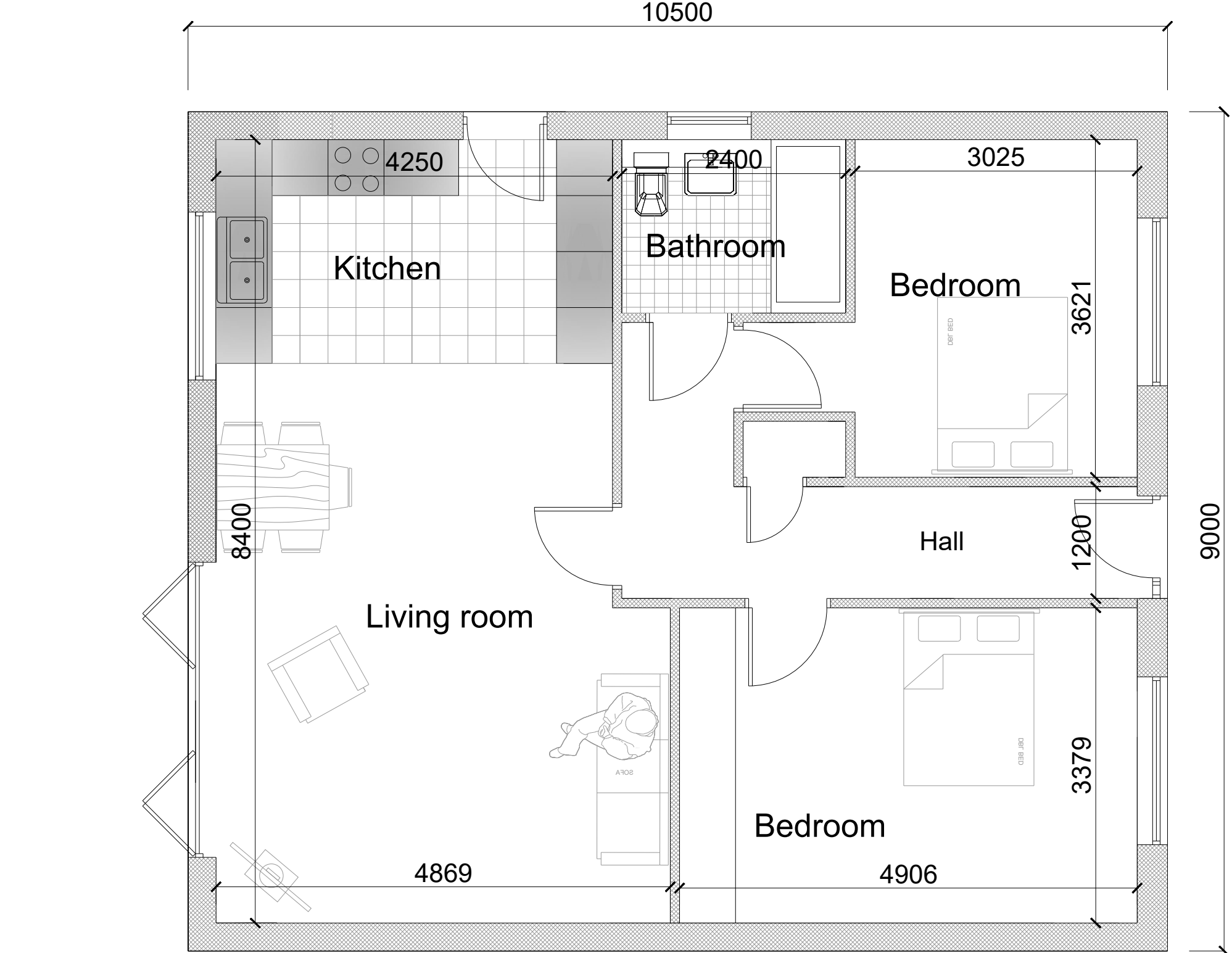
Side Elevation



EXISTING SITE PLAN 1:500



PROPOSED SITE PLAN 1:200
(To be read in conjunction with SCP technical note)



Floor Plan



LOCATION PLAN 1:1250

- General Notes;**
- Facing brickwork to outer walls to L.A. approval.
 - Concrete interlocking roofing tiles to L.A. approval
 - Contrasting colour brick heads and sills to openings where shown.
 - Black finish UPVC double glazed windows.
 - Insulated composite doors with double glazed panels.
 - Anthracite gray UPVC fascia's soffits and barge boards.
 - Black plastic gutters and downpipes.
 - Permeable tarmac surface to access drive - subject to site conditions and engineers recommendations.

A	15-2-23	Road amended and bin store shown
rev:	date:	description:



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RICS
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Project:
Proposed development on land
at rear of Willows Lane, Milnrow
Proposals

Client: Mr. J.R.Grieves

scale: 1:100/1:50

date: Sept. 2022

drawn: NL

Dwg. Nr. H473-01-A

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