SUPPORTING STATEMENT

CONSTRUCTION OF AN ACCESS DRIVEWAY, ERECTION OF SIDE RETAINING WALL, FRONT BOUNDARY ALTERATIONS AND A PORCH (PART RETROSPECTIVE)

AT

No. 663 OLDHAM ROAD, ROCHDALE OL16 4PE

1.0 INTRODUCTION & CONTEXT

1.1 This Statement has been prepared by Inspire Planning Solutions Ltd on behalf of the Applicant, Mr. Zain Ali to accompany a resubmission of a planning application seeking consent for the development of a new access, erection of a side retaining wall, front boundary alterations and front porch (part retrospective) at 663 Oldham Road, Rochdale.

1.2 This application follows an application submitted in 2018 (LPA Ref No: 17/01494/HOUS), which was refused by the Council for reasons relating to character and appearance and highway safety. The full reasons for refusal and the decision notice are set out in Appendix 1.

1.3 The Applicant has looked to make amendments to the scheme, increasing the area to the front which comprises of soft landscaping and planting. This resubmission is also supported by further material in the form of plans which show vehicle swept path as well as road safety data. The Applicant has sought to adopt a positive and proactive approach and it is hoped that the Council can also consider this scheme in the same manner.

2.0 APPRAISAL

Character and Appearance

2.1 The Council considered the previous proposals would '*change the character and appearance of the front garden area*' and be *'significantly harmful to the adjacent high quality residential dwellings'*. To the contrary, the Applicant's aims were to enhance the host dwelling and the area and to this end, they employed the services of a specialist Landscape Architect.

2.2 Despite the previous scheme being carefully considered, the Applicant has sought to soften and increase the areas of greenery to the front:

- Increase the length, width of the grass planting area to the front of the garden & increase the number of trees.
- Increase the linear hedges, which would extend along most of the southern boundary of the site, adjoining No. 665.
- Increase the hedges and planting to the front of the Application dwelling, removing the previously proposed gravels areas.
- 6 no. Peached Trees, proposed with hedges at base.
- An area of planting I also proposed in front of part of the front boundary wall.

2.3 The above changes are in addition to the soft landscaping which was show on the previously submitted application. In views from the front and from the neighbouring properties either side, the property will have a verdant and spacious character, resulting from the proposals. The hardstanding areas would be broken up and be formed of different materials, including gravel and block paving, (for further information, please see the accompanying Layout Plan) as well as planting. This would ensure that visually, the hardstanding would not appear to be continuous and not an incongruous aspect.

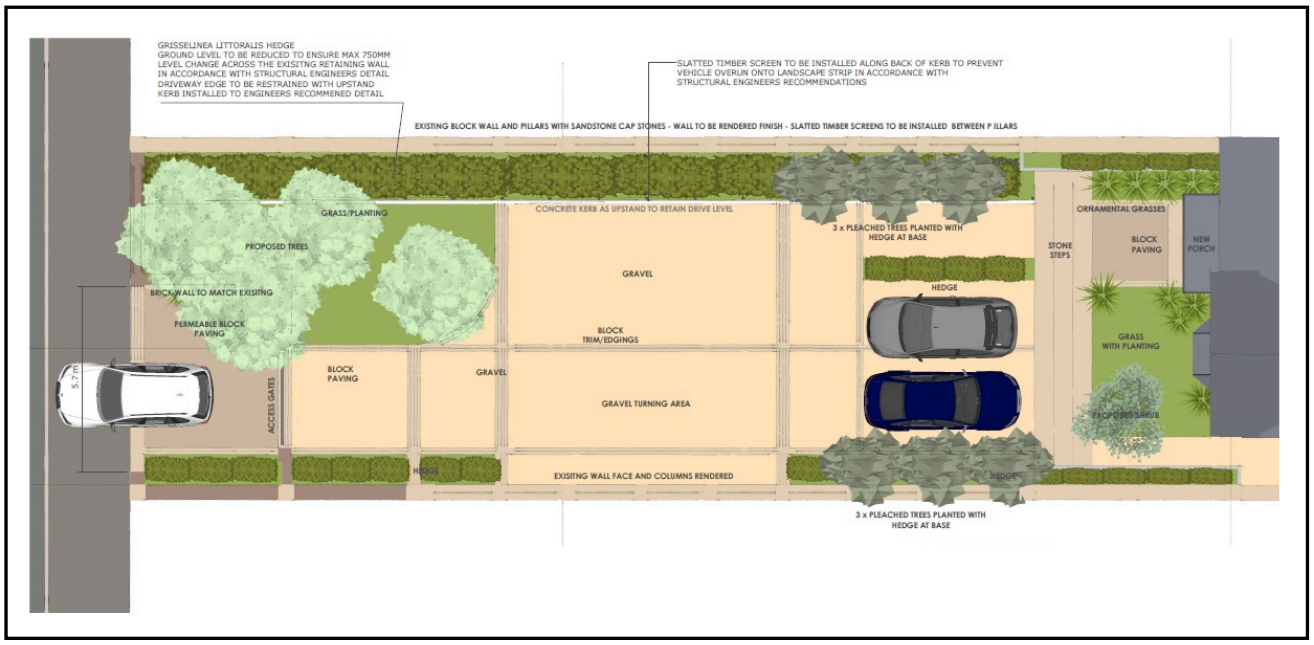


Figure 1 Proposed Site Plan *(Source: Square Yard)*

2.4 Front boundary alterations also form part of this proposal, with the proposed being broadly similar to what is existing on the Application site and other nearby properties. The high boundary wall limits the views of hard surfaces and the significant number of trees that the proposed, 9/10 trees, which would be visible above the boundary wall. The outcome would be a continuous row of trees along the front boundaries of properties along this stretch of road, a considered enhancement compared to the existing.

2.5 A porch element was previously proposed to the front of the dwelling and no concerns were raised on this aspect of the development. This can, therefore, be seen as remaining acceptable.

2.6 To conclude, with regard to *Character and Appearance, the proposed works* are considered to enhance the host property and nearby surroundings. The development, therefore complies Policy DM1, SO3, P1 and P3 of the Rochdale Core Strategy, as well as guidance set out in Section 12 of the NPPF.

Highway Safety

2.7 The Councils' 2nd reason for refusal related to the vehicular access onto Oldham Road. More specifically, two areas of concern were raised, relating to the inability of a vehicle to enter and leave in forward gear and secondly, the close proximate of the access to a bus stop, which also raised visibility matters.

2.8 The Applicant has engaged with the services of a Transport Consultancy, the provided Swept Path Plans show a vehicle entering and leaving the site, in forward gear. This can be achieved and is shown on the accompany Tracking Plans.

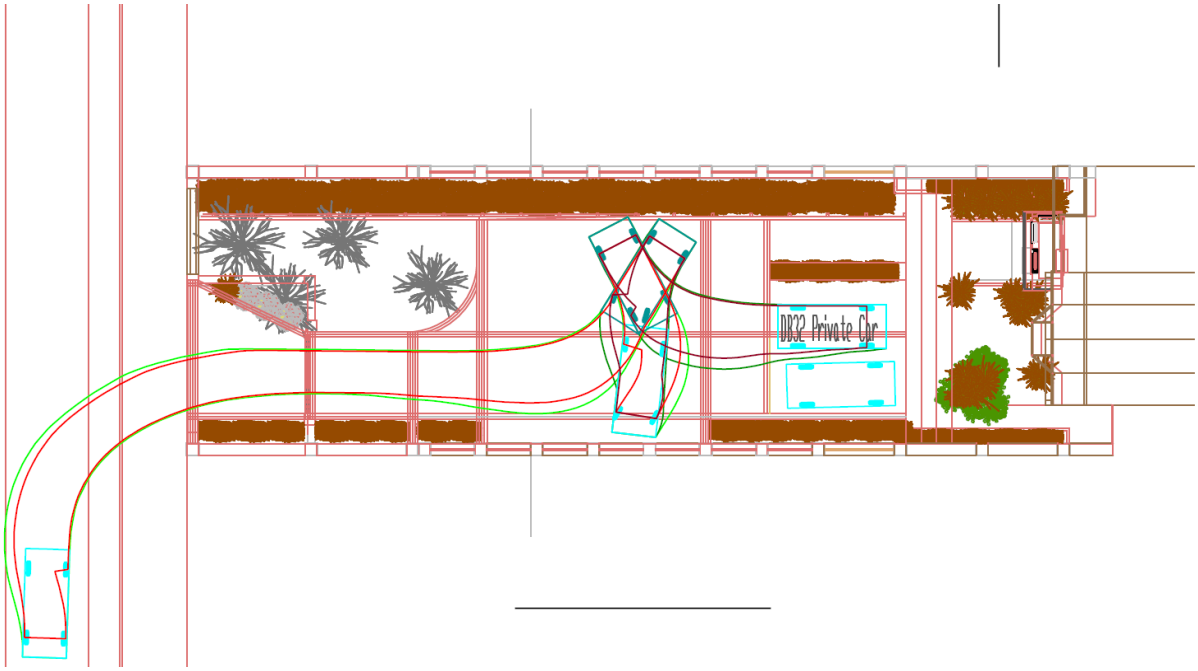


Figure 2 Vehicles can enter and leave the site in forward gear *(Source: VTC- Consultancy)*

2.9 The proximity of the bus stop to the access has been raised as a concern. The bus is situated in front of the adjacent property, No. 661, the associated road markings extend partly in front of the Application property. The Council has taken issue with a possible lack of visibility, arising from persons congregating at the bus stop. It is noted that the concern arising is said to be from the apparent number of pedestrians associated with a nearby school. The nearest school though is located some distance away and there are nearer bus stops to the school, than this particular bus stop. From the Applicant's observations, the bus stop is lightly used and even, if there was a congregation of persons associated with the school, this would be for a very limited duration. Such events would be momentary and time limited and associated with, for example, persons alighting from a bus. Persons waiting at the bus stop would not pose an obstruction to a vehicle leaving in forward gear, pedestrians are not fixed objects and a driver would likely be able to see either side of the pedestrians and exercise appropriate caution. It is also significant to note, Transport for Greater Manchester did not raise a concern with possible conflicts arriving from this bus stop.

2.10 There are numerous dropped kerbs and driveways along Oldham Road, as can be seen in the Appended Plan; this plan also highlights accident data over several years. The few accidents along this section of Oldham Road are, almost exclusively related to side road and interchanges.

2.11 In summary, this proposal for a vehicular access to a single domestic property has been appropriately designed to allow for vehicles to enter and leave in forward gear. Traffic movement would be light and even with the proximity of the bus stop; it is unlikely that visibility could be compromised to the detriment of highway safety. The proposed would not conflict with Core Strategy Policy T2.

3.0 CONCLUSION

3.1 The Statement has highlighted the amendments and the further information, which has been prepared in relation to the previous refusal. This Statement has demonstrated that there would be no harmful effects arising with regard to character and appearance, and would not be determent to highway safety.

3.2 The NPPF states that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. It goes on to state that local planning authorities should look for solutions rather than problems, and decision takers at every level should seek to approve applications for sustainable development where possible.

Should the LPA require further information, it is requested that contact is made with the Agent.

APPENDIX

Ref: 17/01494/HOUS Decision Notice

ROCHDALE BOROUGH COUNCIL

Town and Country Planning Act 1990 (as amended)

PLANNING PERMISSION REFUSED

APPLICATION REFERENCE: 17/01494/HOUS

Name and address for correspondence:	Applicant name:
Mr Thomas Konarski Inspire Planning Solutions Ltd Building 67 Europa Business Park Bird Hall Lane Stockport SK3 0XA	Mr Zain Ali

Part I - Particulars of Application

Date of Application: 4 July 2018

Proposal:	**Formation of vehicle access including erection of new boundary walls and double front entrance gates, building up of site levels along with erection of front porch (part retrospective).**
Location:	**663 Oldham Road, Rochdale, OL16 4PE**

Part II - Particulars of decision

The Rochdale Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 (as amended) that planning permission has been **REFUSED** for the carrying out of the development referred to in Part I hereof for the following reason(s).

Reasons:

1 The proposed development by reason of its hard and industrial form is visually intrusive, dominant and an incongruous development in relation to the adjacent residential landscaped garden areas and fails to respect its surroundings and would change the character and appearance of the front garden area and is significantly harmful to the adjacent high quality residential dwellings. Therefore, it is concluded that the development conflicts with Policies DM1, SO3, P1, P2 and P3 of the Rochdale Adopted Core Strategy and the National Planning Policy Framework (2018). Among other objectives these seek to ensure that all developments demonstrate that they achieve high quality design and take the opportunity to enhance the quality of the area.

2 The application includes the provision of a vehicular access onto Oldham Road (A671). Oldham Road is a busy classified road which extends between Oldham and Rochdale. The proposed vehicular access would interfere with the free flow of traffic and would give rise to additional vehicular turning movements reducing the effectiveness of the quality bus corridor along Oldham Road to the detriment of highway safety. Furthermore, the positioning of the access in close proximity to a bus stop, marked bus hatching and cycle lane would present a danger to highway and pedestrian safety and would result in a serious risk of accidents where cars entering and exiting the site would potentially be in conflict with pedestrians, cyclists, buses

and other motorists. As such the proposed development would be detrimental to highway safety and the safety of other users of the highway contrary to Policy T2 of the adopted Rochdale Core Strategy and the National Planning Policy Framework (2018) which seeks to minimise the scope for conflicts between pedestrians, cyclists and vehicles and respond to local character and design standards.

Procedure Statement:

The proposal would not improve the economic, social and environmental conditions of the area nor does it comply with the development plan and therefore does not comprise sustainable development. There were no amendments to the scheme, or conditions which could reasonably have been imposed, which could have made the development acceptable and it was therefore not possible to approve the application.

Date Decision Issued 7 September 2018



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Signed on behalf of the Council

IMPORTANT

PLEASE ENSURE THAT YOU HAVE READ AND FULLY UNDERSTOOD THE CONTENTS OF THIS DECISION NOTICE. YOUR ATTENTION IS DRAWN TO THE ATTACHED NOTES.

INFORMATIVE:
The Local Planning Authority's reasons for its decision are set out in the accompanying officer's report.

INFORMATIVE:
This decision notice relates to the following plans:
- Location Plan 1:1250
- Drawing A 01
- Drawing Rev A
- Drawing A 02
- Drawing A 03
- Drawing A 04
- Drawing A 05
- Drawing A 06
- Drawing A 07
- Drawing A 08