



Supporting Planning Statement

Site: Land adjacent to 40 Andover Avenue, Middleton, M24 1RN

Proposal: Proposed erection of 1no. detached dwelling house

Statement prepared by William McCall Architectural Services

Date: August 2024

1.0 Introduction and Background

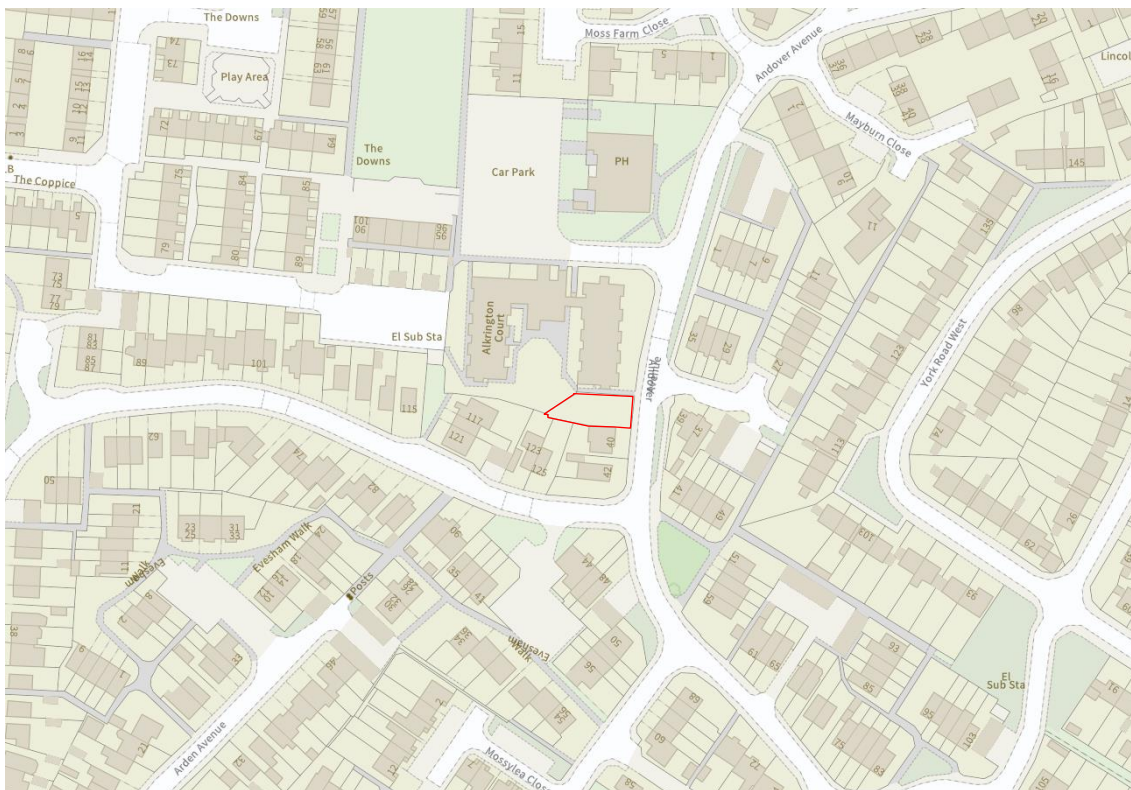
1.1 William McCall Architectural Services have been commissioned by Mr Chung Kong to submit to the Local Planning Authority (LPA) a planning application seeking full planning permission for the proposed erection of 1no. detached dwelling house on Land adjacent to 40 Andover Avenue, Middleton, M24 1RN.

1.2 The application site land currently forms part of the residential curtilage of 40 Andover Avenue (side garden area) and the new dwelling house would be built for Mr Kong and his family to occupy, and it would sit alongside the current family home. The family have a close relationship, and the new house would enable them to support one another and help with the future care of their elderly parents. They also want to provide a well-designed and visually attractive development that they can be proud of, and that respects the character of the local area.

2.0 Site Location and Context

2.1 The application site at 40 Andover Avenue comprises a brick built two-storey detached dwelling house with integral garage, and it benefits from having a large residential curtilage. There are gardens to the front, side and rear and off-road parking provision on the plot. The side garden area is a large space, and it is currently under-utilised by the owners as they are not keen gardeners.

2.2 The dwelling house is situated in a residential area, and it forms part of a modern built housing estate. There are two-storey dwelling houses situated to the front, side and rear of the site and they differ in terms of their type, size and visual appearance. There are detached, semi-detached, mews style and flats in the immediate vicinity. The site is in a sustainable and accessible location, and it benefits from having all the essential services and facilities and public transport nearby. The map, aerial photograph and site photographs provided in Figures 1 to 6 of this Statement clearly identify the site location.



(Figure 1 – Site location plan)



(Figure 2 – Aerial photograph showing the site location and adjoining properties)



(Figure 3 – Photograph showing the frontage of 40 Andover Avenue)



(Figure 4 – Photograph showing the side garden area at 40 Andover Avenue where the new dwelling house is proposed to be sited)



(Figure 5 – Photograph showing the application site and the wider street scene)



(Figure 6 – Photograph showing the wider street scene along Andover Avenue)

3.0 Planning History and site constraints

3.1 According to the published on-line Rochdale Borough Council Planning records there is only one planning application showing for the site address, and the details are shown below.

95/D32341 – Installation of 1.4m high gate to front of dwelling – Planning Permission
Granted 18/09/1995



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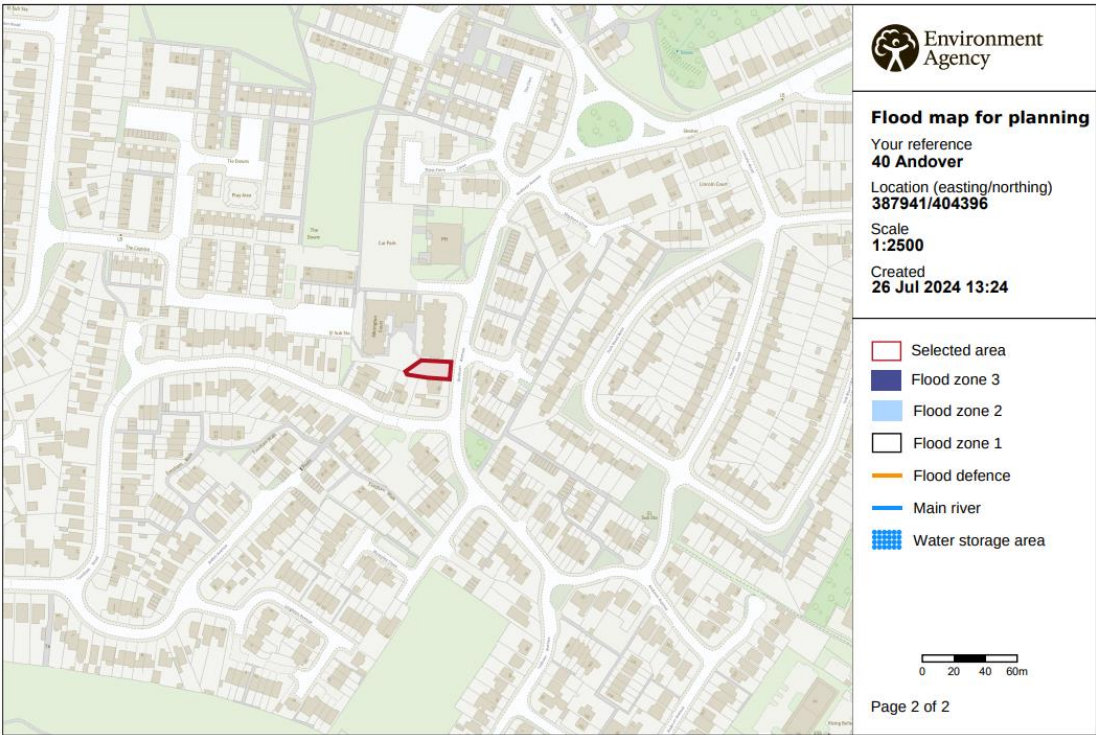
Important Dates

Reference	95/D32341
Application Validated	Thu 10 Aug 1995
Address	40 Andover Avenue Alkrington Middleton
Proposal	Installation Of 1.4M High Gate To Front Boundary Of Dwelling
Status	Unknown
Decision	Grant Permission subject to condition
Decision Issued Date	Mon 18 Sep 1995
Appeal Status	Unknown
Appeal Decision	Not Available

(Figure 7 – Rochdale Council planning application record)

3.2 Flooding Risk

The application site is located within a Flood Zone 1 according to the Environment Agency ‘Flood Map for Planning’ records, which means that there is a low probability of flooding (1:1000). Figure 8 on the following page shows the relevant EA map extract and confirmation of the zoning.



(Figure 8 – Environment Agency Flood Risk Map)

3.3 Heritage

The application site does not contain a Listed Building, Locally Listed Building and it is not located in a Conservation Area according to the Council and Historic England on-line records. The site is also not situated adjacent to any of these types of Heritage Assets so does not affect their setting.

3.4 Trees

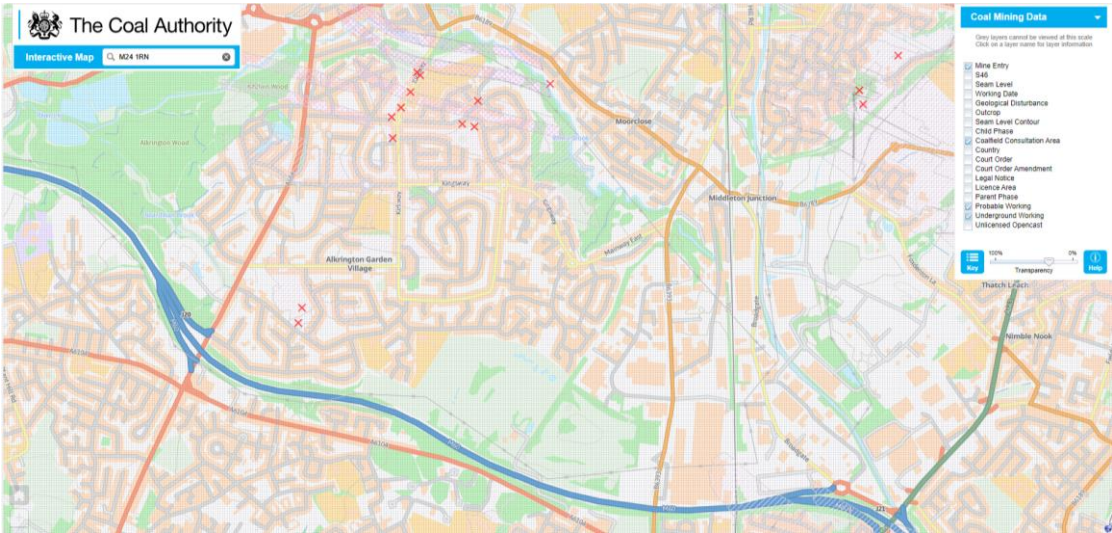
The site is not subject to any individual, group, or woodland Tree Preservation Orders according to the Council’s records. There are also no existing mature or other high amenity value trees present on site or on the adjoining land that will be directly affected by the proposed works. The applicant is proposing to provide some new landscaping on the site as part of the proposal.

3.5 Ecology and Biodiversity

There are no known ecology or biodiversity related concerns on the site that are a material consideration in respect of the determination of this proposal. The applicant is happy to provide ecological enhancements such as bird and bat boxes if required.

3.6 Coal Mining Risk

The site is not located within a Coal Mining Risk Area according to the Coal Authority records, as shown on the Coal Mining Interactive Risk Map in Figure 9. The Coal Mining Data search criteria includes Mine Entry Points, Probable Working and Underground Working and none of these would appear to affect this site address.



(Figure 9 – Coal Mining Risk Map)

3.7 Local Plan Policy

The Rochdale Borough Council UDP proposals map in Figure 10 below shows the application site designated as being within the Borough Boundary and Defined Urban Area G/D/1.



(Figure 10 - Extract from Rochdale UDP proposals map)

4.0 The Planning Application

- 4.1** The proposal seeks the grant of full planning permission for the proposed erection of 1no. detached dwelling house on the land. It would be positioned in the side garden area of 40 Andover Avenue, and it would provide an in-fill form of development between the gable wall of the existing house and the flats at Alkrington Court that are located on the adjacent land. Careful consideration has taken place regarding the design, positioning and height of the house, so that it fits sympathetically into the neighbouring surroundings.
- 4.2** The dwelling house is a two-storey detached style and it contains four bedrooms. The property would have a pitched roof design and it would be constructed using materials that match No.40, which includes buff-coloured bricks, grey concrete roof tiles and UPVC windows and doors. The front elevation building line and ridge line of the roof would suitably align with those of No.40.
- 4.3** The vehicular access to the house would be taken directly from Andover Avenue (the same as No.40) and there is off road parking being provided for 2 cars on the property frontage. The driveway is open providing easy access and a good level of visibility. The house has a private landscaped garden / amenity area to the rear, which can be accessed from either side of the house. The parking areas and access pathways would be constructed using permeable tarmac and rear garden includes permeable paving and a lawn area and planting to assist with surface water drainage on the plot. There is also a dedicated area on the site frontage for the storage of refuse and recycling bins and this will be screened with 1.2 metre high close boarded fencing.
- 4.4** The size and internal layout of this four-bedroom house meets the required DCLG Technical Housing standards – nationally described space standard. The ground floor layout includes an entrance hallway, snug, living room, kitchen, utility room, dining room and WC. The first floor includes a landing area, four bedrooms (Master with dressing area and en-suite), and a family bathroom.

5.0 Local Planning Policies

- 5.1** Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.2** Rochdale Borough Council's Local Plan includes the Adopted Rochdale Core Strategy dated October 2016 and the Saved Rochdale Borough Unitary Development Plan dated June 2006. The Places for Everyone Joint Development Plan Document (PfE) 2022 to 2039 now also forms a part of the statutory development plan for Rochdale, and it came into effect on 21 March 2024. Places for Everyone is the joint development plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) dealing with strategic planning issues including jobs, homes, transport, and natural environment. The local development plan has policies relating to the provision of new housing with objectives that include requiring developments to be well designed to respect the character, identity and context.
- 5.3** In submitting this planning application, the following policies are considered relevant to the determination of this application: -

Rochdale Core Strategy

SD1 Delivering sustainable development

DM1 General Development Requirements

C1 Delivering the right amount of housing in the right places

C3 Delivering the Right Type of Housing

P3 Improving design of new development

G9 Reducing the impact of pollution, contamination and land instability

SO5 Improving accessibility and delivering sustainable transport

T2 Improving accessibility

Policy SD1 - Delivering sustainable development

The policy states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It also mentions that they will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Policy DM1 – General Development Requirements

The policy states that all development proposals will be expected to demonstrate that they are appropriate in terms of their design and location. They need to respect and enhance the quality of the local area, and not adversely affect residential amenity, or create highway / access, environmental, or crime related issues. It also states that development proposals should provide, or demonstrate the availability of, the service and community infrastructure necessary to meet local needs e.g. local shops, community, leisure and sport facilities and provision of open space.

Policy C1 - Delivering the right amount of housing in the right places

The policy seeks to deliver a supply of additional dwellings to assist in the creation of successful, inclusive and mixed communities and meet the housing needs of the borough. Seeks to maximise the potential of previously developed sites and land within the urban area, and to ensure sites are within sustainable and accessible locations.

Policy C3 - Delivering the Right Type of Housing

The policy seeks to deliver the right types of homes, well designed and built to appropriate densities, to meet the overall needs and aspirations of the borough. It mentions that the Council want to ensure that the supply of larger and higher value housing in the borough is improved and that they require a high standard of design and layout that produces attractive places and takes account of energy efficiency and climate change. Densities will be promoted that make efficient use of land whilst delivering a

range of housing to widen choice in the borough and reflect local character.

Policy P3 – Improving Design of New Development

The policy requires all new developments to adhere to high standards of design and it includes a list of relevant design principles. It states that developments must 'enhance the borough's identity and sense of place, by respecting context where it is positive and having regard to the scale, density, massing, height, layout, landscape, materials and access of surrounding buildings and areas in general'.

Policy G8 - Managing water resources and flood risk

The policy states that the Council will ensure that new development (including flood risk mitigation measures) does not lead to any form of increased flooding locally or further downstream, does not impede natural water and flood risk management, is not detrimental to existing or potential flood storage areas, contributes where possible to alleviating existing flood risk, is itself well protected from flood risk and ensures prudent use of water resources. The Council also requires full regard to the published evidence of local flood risk and its significance as included in Strategic Flood Risk Assessments, Surface Water Management Plans and other recognised sources of flood risk data and the production of additional Flood Risk Assessments (FRAs) as appropriate.

Policy G9 – Reducing the impact of pollution

The policy states that the Council will reduce all forms of pollution in the borough by requiring that development does not lead to an unacceptable increase in air, water, noise, light or other pollution.

Policy SO5 - To improve accessibility and deliver sustainable transport

The policy states that the Council will focus on directing development to the most accessible locations or those that can be made more accessible by public transport, and ensures new development contributes to transport improvements and the use of public and other sustainable transport.

Policy T2 – Improving Accessibility

The policy mentions that development that offers greater access to all forms of travel will assist the borough's continuous improvement to becoming more sustainable, healthier, greener and prosperous. The Council wish to improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development needs to be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities.

Saved Rochdale Unitary Development Plan

Policy G/D/1 - Defined Urban Area

The policy mentions that the boundary of the urban area is defined on the proposals map and it states that the Council wishes to ensure that new development, wherever possible and appropriate, is concentrated within the urban area in order to support urban regeneration and to protect the countryside.

Supplementary Planning Documents (SPD)

Supplementary Planning Guidance Note 'Guidelines and Standards for Residential Development' (Adopted June 2016)

Places for Everyone (PfE)

Policy JP-P1: Sustainable Places Policy

JP-H1: Scale, Distribution and Phasing of New Housing Development

JP-H3: Type, Size and Design of New Housing

JP-H4: Density of New Housing

Policy JP-C8: Transport Requirements of New Development

Policy JP-P1 (Sustainable Places) states that all development, wherever appropriate,

should conserve and enhance the natural environment, landscape features, historic environment and local history and culture; enable a clear understanding of how the place has developed; and respect and acknowledge the character and identity of the locality in terms of design, siting, size, scale and materials used.

Policy JP-H1 (Scale, Distribution and Phasing of New Housing Development)

requires new homes to be of good quality and design, adaptable, supported by the necessary infrastructure and amenities. It also includes tables of the delivery rates and the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for, through their local plans. It also mentions that a key challenge and priority for Greater Manchester is to ensure that new housing comes forward at a price that potential occupiers can afford.

Policy JP-H3 (Type, Size and Design of New Housing)

states that development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people. It also states that all new dwellings need to comply with nationally described space standards and be built to 'accessible and adaptable' standards in the Building Regulations.

Policy JP-H4 (Density of New Housing)

states that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. It also provides suitable guidance on minimum densities for specific site locations.

Policy JP-C8 (Transport Requirements of New Development)

requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

6.0 National Planning Policy

6.1 Government guidance is set out in the revised National Planning Policy Framework (NPPF) dated December 2023. The NPPF expresses a presumption in favour of sustainable development. The NPPF is a material consideration in the determination of the application. The Planning Practice Guide (PPG) is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalizing and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in this Planning statement, where appropriate.

6.2 The following sections of the NPPF are considered of most relevance to the application proposal: -

- Chapter 2: Achieving Sustainable Development (paras. 7-14)
- Chapter 4: Decision Making (para. 38)
- Chapter 5: Delivering a sufficient supply of homes (paras. 60-84)
- Chapter 8: Promoting healthy and safe communities (paras. 96-107)
- Chapter 9: Promoting sustainable transport (paras. 108-117)
- Chapter 11: Making effective use of land (paras. 123-130)
- Chapter 12: Achieving well-designed and beautiful places (paras. 131-141)

6.3 Central to the NPPF is a presumption in favour of sustainable development and the need for the planning system to support new development. Paragraph 10 states *“So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).* Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development and the application of the policy for decision-making: -

“Plans and decisions should apply a presumption in favour of sustainable development”.

6.4 For decision-taking this means: -

- Approving development proposals that accord with an up-to-date Development Plan without delay; or
- 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.

6.5 Paragraph 11 in Chapter 2 (Achieving Sustainable Development) of the NPPF advises that where the development plan is out of date, the presumption in favour of sustainable development means granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

6.6 Paragraph 38 of Chapter 4 (Decision-making) of the NPPF confirms that Local Planning Authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

6.7 The NPPF states that the planning system has three overarching objectives to achieve sustainable development, which are interdependent and need to be pursued in mutually supportive ways. The three overarching objectives are; economic, social and environmental as follows: -

- **Economic** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- **Social** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **Environmental** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

6.8 Paragraph 60 in Chapter 5 (Delivering a sufficient supply of homes) mentions that the Government has an objective to significantly boost the supply of homes and that 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. The overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community. Paragraph 63 states that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing; families with children; older

people (including those who require retirement housing, housing-with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes. Paragraph 77 seeks to ensure Councils can deliver and demonstrate a 5-year supply of housing (including appropriate buffer).

6.9 Paragraph 96 in Chapter 8 (Promoting healthy and safe communities) states that planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which promote social interaction, are safe and accessible, and enable and support healthy lifestyles.

6.10 Paragraph 110 in Chapter 9 (Promoting sustainable transport) states that planning policies should support an appropriate mix of uses across an area to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities. Paragraph 114 goes on to state in assessing specific applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes have been taken up given the type of development and its location, and that safe and suitable access to the site can be achieved for all users. Paragraph 116 mentions that applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use. Paragraph 115 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.

6.11 Paragraph 123 in Chapter 11 (Making effective use of land) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe

and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. Paragraph 124(d) explains that substantial weight should be given to promote and support the development of underutilised 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 (for example converting space above shops, and building on or above car parks).

6.12 Paragraph 128 (Achieving appropriate densities) states that 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;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

6.13 Paragraphs 131 -141 in Chapter 12 (Achieving well-designed and beautiful places) of the revised NPPF advocates a requirement for good design. This is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

6.14 Paragraph 135 advises that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term

but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) 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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

6.15 Paragraph 137 confirms that design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Paragraph 139 confirms that permission should be refused for development that is not well designed, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

7.0 Assessment

7.1 The key planning issues for consideration in the determination of this application are: -

- i) Principle of development.
- ii) Design considerations
- iii) Impact on residential / neighbouring amenity
- iv) Highway Safety / Parking / Accessibility

7.2 Principle of development

7.3 The application site is located on a modern built housing estate, and it forms part of the existing side garden area (residential curtilage) of the dwelling house at 40 Andover Avenue. The side garden area is a large space, and it is currently under-utilised by the owners. The proposed erection of a new detached dwelling house on the land would provide an in-fill form of development between the gable wall of the existing house and the flats at Alkrington Court that are located on the adjacent land.

7.4 The land is within the 'defined urban area' as set out in Policy G/D/1 of the Councils saved Unitary Development Plan (UDP). Policy C1 of the Core Strategy aims to maximise the potential of developing land within the urban area, and it also seeks to ensure that sites are in a sustainable and accessible location with all the key essential services and facilities and public transport nearby. Places for Everyone (PfE) which now forms part of the Council's local plan outlines that Rochdale Borough Council need to provide at least 616 net additional dwellings per year to meet the housing needs of the borough. The principle of the development would appear to be acceptable as it would deliver an additional new family dwelling house built on land within the urban area that is in an accessible and sustainable location.

7.5 Design considerations

7.6 Design is a high priority and is of great importance as detailed in both the NPPF and the Council's local plan. Paragraph 135 of the NPPF requires that developments should be

visually attractive as a result of good architecture. Policies P3, DM1, JP-P1 and JP-H3 of the local development plan reinforce the requirement for good design and that development should respect the character of the area in which any proposal is to be located. The character of an area is reflected in the layout, massing, scale, height, style and materials of buildings and the spaces around them.

- 7.7** In terms of local character, the existing dwelling house at No.40 Andover Avenue is situated on a modern built housing estate and there are two-storey dwelling houses situated to the front, side and rear of the site and they differ in terms of their type, size and visual appearance. There are detached, semi-detached, mews style and flats in the immediate vicinity. As previously mentioned, this will be an in-fill form of development between the gable wall of the existing detached house and the flats at Alkrington Court.
- 7.8** The proposed scheme details are fully explained and outlined in Section 4 (Planning Application) of this statement. The architect has carefully designed the scheme to ensure that it is complementary, aesthetically pleasing and fits into the street scene environment. The proposed dwelling house will fit neatly on the site, and it will assimilate well with the existing dwelling house at No.40 Andover Avenue being a similar size two-storey detached property. The front elevation building line and roof ridge line would suitably align with those of No.40 and it would be constructed using matching and good quality materials. Both properties will have their own private garden areas for outdoor amenity purposes and off-road parking provision for 2 vehicles. The parking and garden facilities for the application site have been designed to assist with the containment of surface water drainage on the plot. The proposal includes the use of permeable materials for the driveway and pathways and grass and shrubbery for the soft landscaped areas.
- 7.9** The positioning of the front entrance doorway on Andover Avenue provides a highly visible, safe, and level access point into the house, and the other window and door openings in the property have been carefully positioned in the respective elevations to

preserve neighbouring amenity. A timber bin store is being provided on the site for refuse and recycling bins and this will ensure that they are screened from public view.

- 7.10** We believe that the proposed new dwelling house development is well designed and will assimilate well with the neighbouring residential properties and will respect the existing character of the local area. Therefore, we consider that the proposal complies with the expectations of Chapter 12 of the NPPF and Rochdale local development plan policies P3, DM1, JP-P1 and JP-H3 and the Residential Development Guidelines SPD.

7.11 Impact on residential / neighbouring amenity

- 7.12** There must always be consideration taken regarding the impact the proposed development will have on the occupiers of adjoining property or land, and this can include issues such as loss of privacy, safety and security, noise, pollution, access to daylight, visual appearance, crime and anti-social behaviour, parking and traffic. It is also important that developments do not have a negative impact upon the amenities of future residents and occupiers. This is outlined in Policy DM1 of the Council's adopted Core Strategy, the Residential Development Guidelines SPD and in the NPPF.

- 7.13** The properties that immediately adjoin and are situated opposite the application site are all residential and they include No.40 Andover Avenue (to the south), Alkrington Court (to the north), 123 and 125 Evesham Road (to the southwest) and 39 Andover Avenue (to the east). The new dwelling house has been carefully designed and positioned to ensure that assimilates well with the neighbouring properties. The house is of a similar size and height to No.40, and it contains no habitable room windows that will directly face or overlook the neighbours. It is positioned in the gap between the side gable elevations of both No.40 and the flats at Alkrington Court and neither have any primary habitable room windows in these elevations. No.40 has a blank gable and the flats at Alkrington Court contains an entrance doorway on the ground floor and five small secondary type windows. There is a two corner bay windows on each end of the elevation (at ground and first floor level) and a centrally positioned first floor window

which appears to be serve a stairwell area. There is a space of approximately 2 metres from the gable of Alkrington Court to the site boundary and the new house would be positioned a further metre away which would provide a reasonable 3 metre gap overall. The two houses at 123 and 125 Evesham Avenue are set a distance away and they lie at an oblique angle to the proposed house. No.39 is situated across the width of the highway on Andover Avenue and this property is side facing to the application site.

7.14 It is accepted that the new dwelling house may reduce daylight to some of the side windows in Alkrington Court at certain times of the day (as highlighted earlier), but we do not consider that the development will have an overbearing impact and adversely affect the enjoyment and living conditions of these properties. There would also inevitably be some reduced outlook and views across the land as the new house would be built on the current side garden area of No.40. We would however wish to respectfully point out that the change or loss of view is something that could alter irrespective of the planning application if the owner decided to allow trees to grow or if they chose to erect outbuildings or similar structures on the land using Class E householder permitted development rights. The existing garden is currently under-utilised by the owners as they are not keen gardeners, so this development would ensure the land is tidy and the space is utilised for a beneficial purpose with the delivery of a new family home.

7.15 The size and internal layout of the proposed four-bedroom house meets the required DCLG Technical Housing standards – nationally described space standard, and it will provide very good quality family accommodation for the occupants. The proposed dwelling house has a gross internal floor area of 138m², so it is well in excess of the national minimum gross internal spacing standard for a two storey four-bedroom five person dwelling house (Standard = 97m²). All the habitable rooms are of a suitable size, and they have a window opening and access to an outlook, natural light and ventilation. There is also a large amount of storage being provided within the house.

7.16 For these reasons, we consider that proposed development is appropriate for this site and it will not unduly impact on the amenity of future occupants or the neighbouring properties and therefore it meets the expectations of policy DM1, the Residential Development Guidelines SPD and the NPPF.

7.17 Highway Safety / Parking / Accessibility

7.18 The application site is situated on Andover Avenue and this highway already serves many existing houses on a modern housing estate. It is an adopted highway that is maintainable at public expense, and it will therefore provide easy and safe access to the application site for vehicle users and for any other modes of transport. The applicant is proposing to provide 2 off road car parking spaces on the open site frontage and this would meet the standard parking requirements as set out in Appendix 5 of the adopted Core Strategy. The spaces can be easily and safely accessed, and they will have good level of advanced visibility.

7.19 The site location is sustainable and accessible, and it benefits from having all the essential services and facilities and public transport nearby. It is also well served by public transport and there are regular bus services that run along Andover Avenue and the closest bus stop is situated approximately 150 metres away. Moston Train Station is 1 mile away and Mills Hill is 1.2 miles away. The applicant is also happy to provide some secure bicycle storage provision at the site if required by the Council to promote sustainable transportation and healthy living choices.

7.20 With regard to access to areas of open space and opportunities for outdoor leisure and exercise, Blackley Golf Course is located approximately 250 metres away to the south and Wince Brook Country Park is located 230 metres away to the northeast of the site.

7.21 For these reasons, we consider that proposal is acceptable in terms of Highway Safety / Parking / Accessibility and meets the aims and expectations of local development plan policies T2, DM1 and JP-C8 and Chapter 9 of the NPPF.

8.0 Conclusion

- 8.1** At the heart of the NPPF is a presumption in favour of sustainable development, this requires planning applications that accord with the development plan to be approved without delay and where the development plan is absent, silent or out of date granting permission unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the framework as a whole or specific policies in the framework indicate that development should be restricted.
- 8.2** The proposed development will provide economic, social and environmental benefits and constitutes sustainable development.
- 8.3** The proposed detached dwelling house would be constructed on land that is situated in the defined urban area, and it will contribute towards meeting the housing needs of the Borough and help to support the Government's objective to significantly boost the supply of homes.
- 8.4** The design, scale and appearance of the proposed dwelling house will fully respect the local character, environment, visual context and the neighbouring buildings.
- 8.5** There will be no significant adverse effect on the outlook, privacy or amenity of nearby residents as a result of the proposed development.
- 8.6** The materials to be used in the construction of the dwelling house will be of a high quality, will suitably match the adjacent buildings, and they are sustainable.
- 8.7** The proposed dwelling house has a gross internal floor area of 138m², which is in excess of the national minimum gross internal spacing standards for a two storey four-bedroom five-person dwelling house. Therefore, a sizeable family dwelling house is being provided by the applicant.
- 8.8** There are no highway safety implications associated with the proposal. The site can be accessed easily and safely from the adopted highway on Andover Avenue. There are

dedicated car parking spaces being provided for the proposed dwelling, which can be safely manoeuvred to and from. The proposal therefore satisfies the Council's requirements in terms of access and parking provision.

- 8.9** The site is fully accessible to public transport and all key essential services.
- 8.10** In terms of dis-benefits, the development would involve some short-term noise and disruption during the construction period whilst the works associated with the building of the dwelling house are taking place, but this will only take place during normal daily working hours.
- 8.11** For the reasons stated in this statement, we consider that the proposed development is consistent with local and national planning policy, and it will provide much needed additional quality family housing provision and local investment in Rochdale without any detrimental effect on the area. Therefore, we respectfully request that planning permission should be granted for this proposed development.