
Proposed Residential Development
Land Off Arcon Close, Rochdale
LB/230015/TN01 Rev C – 01 September 2023

Introduction

General

1. Mr J Grieves seeks planning permission for 6no. dwellings 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. The planning application was subsequently withdrawn and the scheme revised with a view to addressing the highway officers comments.
4. A revised scheme (LPA Ref: 23/00215/OUT), also for 3no. dwellings, was submitted to RMBC and was supported by Technical Note (TN01) prepared by SCP. The report addressed the highway concerns with the original application demonstrated that proposed access arrangements were acceptable to serve the scale of development proposed. The Highway Authority at RMBC reviewed the application and raised no objection to the scheme.
5. This Technical Note (TN02) has been produced to support the revised planning application for 6no. dwellings and demonstrate to the Local Planning and Highway Authority that the highways element of the proposed development is consistent with the previously approved 23/00215/OUT application and is therefore 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 access has a width of over 4.5m.
10. 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.
11. 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

12. 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*".

13. 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

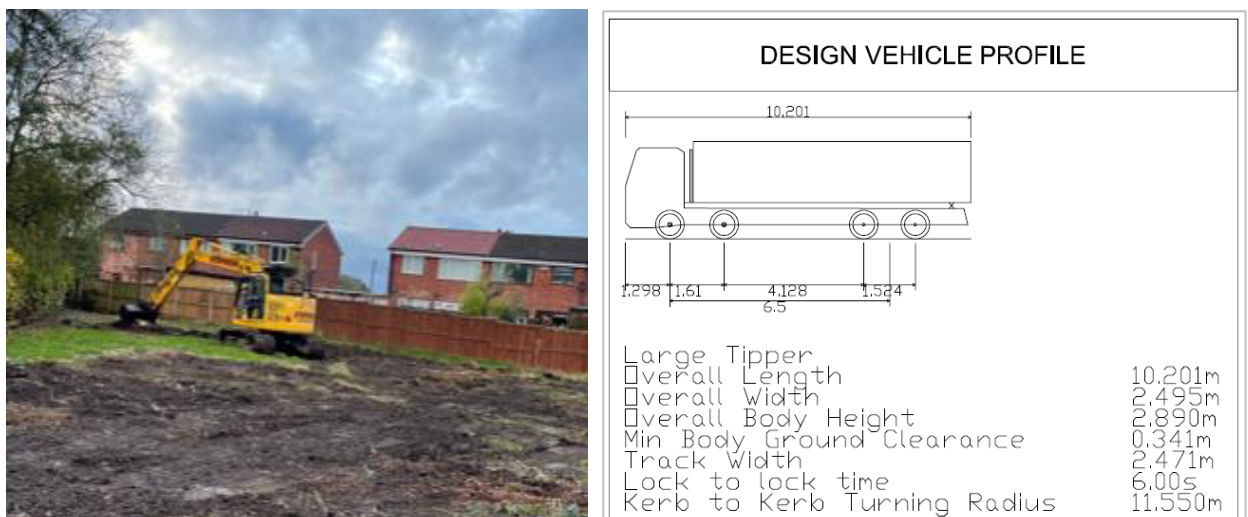
14. The proposed development comprises 6 semi-detached houses with a total of 8 parking spaces, as shown on the site layout plan is provided in **Appendix A**.
15. Vehicular access to the proposed development will be provided in the same location as the existing access along Arcon Close. The existing access 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. As detailed earlier the access has a width of over 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. The proposed access arrangement is entirely consistent with the previously approved 23/00215/OUT application.
16. The proposed access arrangement is acceptable to serve the modest scale of development for the following reasons:-
 - The scale of development proposed (6no. dwellings) at the site 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 and this trip generation analysis was accepted by the council as part of the previous application. Based on the 6no. dwellings proposed, the development would generate only 6 movements in the AM peak hour and 6 movements in the PM peak hour, or approximately 1 vehicle every 10 minutes during the peak hours. In addition, the current application only provides 3 additional dwellings to that already approved. The current proposals would therefore result in an additional 3 movements in the AM peak hour and 3 movements in the PM peak hour, or approximately 1 vehicle every 20 minutes during the peak hours. If it is acceptable for 3no. dwellings then there is no technical or highway safety reasons why it also shouldn't be acceptable for 6no. dwellings based on this very low increase in vehicle movements.

- The access road has a width of 4.5m, which is sufficient to allow two cars to pass in free flow.
- 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 4.5m width which is in excess of the recommended 3.7m;
- A 4.5m 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





- 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.

17. 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.
18. 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

19. Mr J Grieves seeks planning permission for 6no. 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.
20. The scale of development proposed at the site 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 and this trip generation analysis was accepted by the council as part of the previous application. Based on the 6no. dwellings proposed, the development would generate only 6 movements in the AM peak hour and 6 movements in the PM peak hour, or approximately 1 vehicle every 10 minutes during the peak hours. In addition, the current application only provides 3 additional dwellings to that already approved. The current proposals would therefore result in an additional 3 movements in the AM peak hour and 3 movements in the PM peak hour, or approximately 1 vehicle every 20 minutes during the peak hours. If it is acceptable for 3no. dwellings then there is no technical or highway safety reasons why it also shouldn't be acceptable for 6no. dwellings based on this very low increase in vehicle movements.
21. 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

Rear Elevation

Front Elevation



Side Elevation

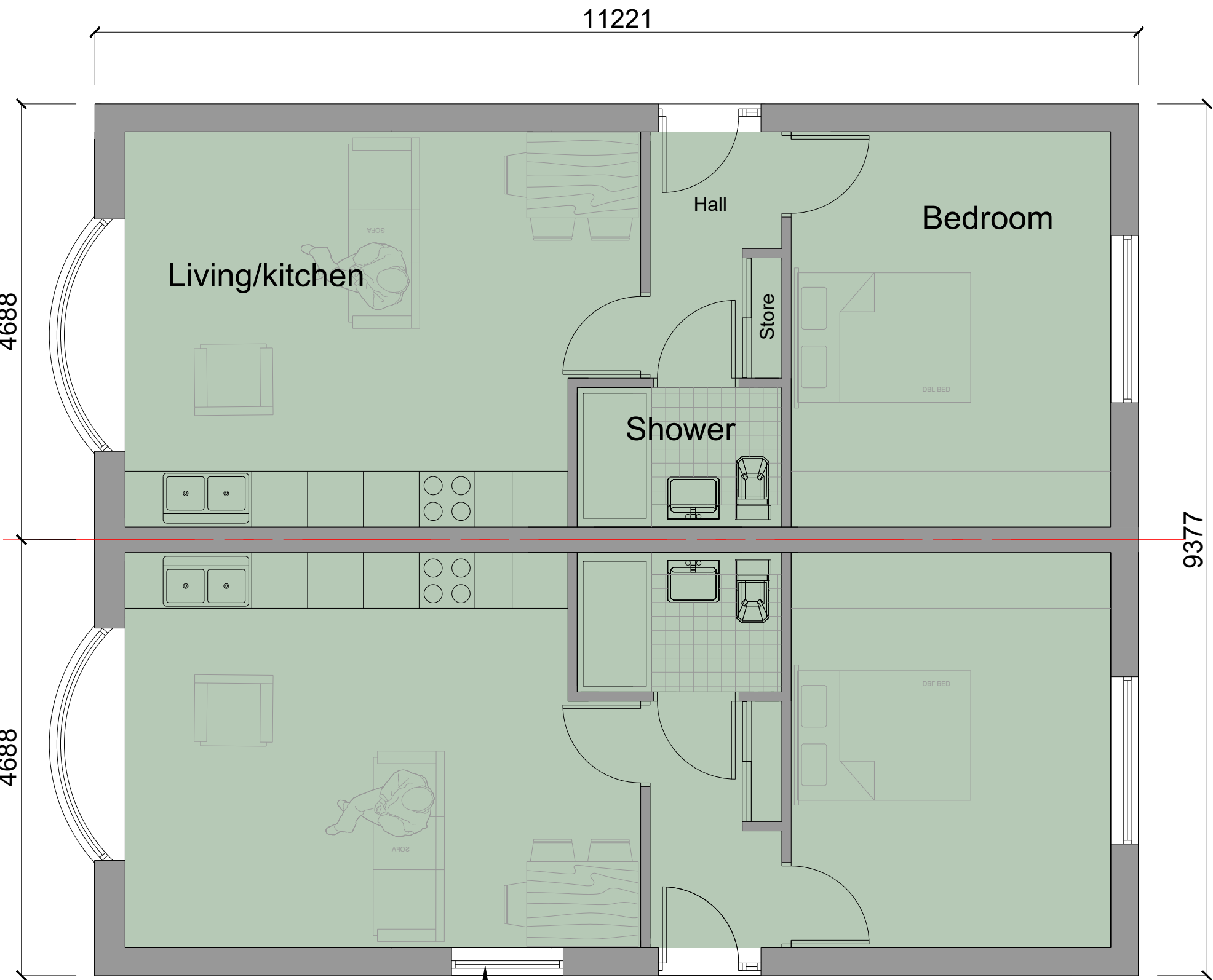
Side windows to plots
1 and 6 only



EXISTING SITE PLAN 1:500 - see location plan for red edge application site



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



Floor Plan

Side windows to plots
1 and 6 only

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.

C 20-7-23 Revised proposals - semi detached 1 bed bungalow
B 16-6-23 Site layout amended now based on topographical survey received 15-6-23
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-C