

TECHNICAL NOTE

Proposed Residential Dwelling

Linkside, Sunny Brow Rd, Middleton

AM/220504/TN01 – 04 September 2022

Introduction and Background

1. This Technical Note has been prepared in support of a planning application for 7 residential dwellings on land to the north of Sunny Brow Road, Middleton.
2. The site is located approximately 1.2km to the northwest of Middleton Town Centre, with the location of the site in relation to the local highway network shown on Figure 1 below:

Figure 1- Site Location Local Highway Network



3. The application site has an extensive planning history with the with the two most recent and relevant planning applications being summarised below:-
 - 08/D50870 – Demolition of existing dwelling and erection of 11 dwellings. This planning application was refused on 30th July 2008. This application was subsequently allowed by the Planning Inspectorate at Appeal (Ref APP/P4225/A/08/2084901);

- A planning application (Ref 12/D55180) was submitted to Rochdale Borough Council in 2012 for the application of 'A New Planning Permission to Replace Extant Planning Permission D50870 For the Erection Of 11 New, Four-Bedroom Dwellings (Including Demolition of Existing Dwelling)'. This application was granted permission subject to conditions.

4. Planning application 08/D50870 was originally refused planning permission for three reasons with reason for refusal 3 relating to highways and stating the following:-

'Sunny Brow nursery school is located at the western end of Sunny Brow Road with the access to the nursery located approximately 56 meters from the access to the site. At the times of day when nursery sessions are beginning and ending the road and footways are heavily used by children and parents arriving and leaving the nursery on foot, bicycle and car. The access to the application site is flanked and constrained by the gardens of 36 and 42 Sunny Brow Road and as such it is not possible to improve the visibility at the site access to an acceptable degree. The proposals by virtue of the poor visibility at the site access would be detrimental to pedestrian and road safety and is therefore contrary to the requirements of Unitary Development Plan Policies BE/2'

5. The above reason for refusal was considered by the Inspector who concluded the following in relation to highway and access, with the Appeal subsequently being allowed:-

18. Parking on Sunny Brow is unrestricted and I observed prior to the time of my formal visit to the site that the nursery generates not only significant pedestrian traffic but vehicular traffic. This, however, is for a limited period and the road, which is not a through route, quickly reverted to its normal quietude. I do not consider that the additional traffic from the proposed development would represent a significant increase in such peak times and at other times of day the road operates well within its capacity in any event. Moreover, the proximity of the site entrance to what is effectively a dead end to the road at the nursery gate necessarily reduces speeds very significantly on this part of the road and, bearing in mind that practical point, and also taking into account the principles concerning visibility explained in Manual for Streets, I do not consider that the restricted visibility at the junction of the existing driveway with Sunny Brow Road would be such to require refusal of the application [SCP's emphasis]

19. Although the nursery school generates significant pedestrian traffic at certain times, as well as parking in the vicinity of the site, it is in the nature of things that children of nursery school age are for the most part likely to be supervised by responsible adults who must in any event take account of the parking and manoeuvring associated with the school itself. I do not therefore consider that the increased use of the existing access to Linkside would unduly exacerbate existing difficulties [SCP's emphasis].

20. For these reasons, I do not consider that road safety would be unacceptably compromised contrary to the intentions of policy A/9 of the UDP. [SCP's emphasis] In reaching those conclusions I am supported by the fact that there is no objection to the proposed development from the Council's highway department, subject to specified conditions to, amongst others things resolve occasional conflict between vehicles entering and leaving the site.

6. Whilst this planning permission has now expired, the principle of residential development on this site for up to 11 dwellings and associated access arrangements has been well established.

Local Highway Network and Accident Record

7. The Sunny Brow Road is located along the southern boundary of the site and provides a link between Archer Park and Sunny Brow Nursery School. The Sunny Brow Road is primarily a residential cul-de-sac with Sunny Brow Nursery School at the western end. Within the vicinity of the site, the Sunny Brow Road has carriageway widths of approximately 6m and footways on both sides of the road. Sunny Brow road is subject to a mandatory 30mph speed limit.
8. The NPPG 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”*.
9. A review of accident data covering the most recently available five-year period has been undertaken using the Department for Transport (DfT) data. This covers the years 2016- 2019 and has been illustrated in Figure 2.

Figure 2- Accident Record



10. The study area analysed encompasses approximately 200m from the current site. On the length of Sunny Brow Road there have been no accidents, therefore the existing accident record does not represent a material concern in the context of the proposed development.

Proposed Development and Access Arrangements

11. The application proposes a new development comprising of 7 new dwellings including the demolition of existing dwelling, as shown on the site plan presented in **Appendix A**. It should be noted that the proposed scale of development falls below the previously approved scheme for 11 dwellings on the site (LPA Ref: 08/D50870).

Access arrangement

12. Vehicular and pedestrian access to the site is proposed via the existing access from Sunny Brow Road. The proposed access is shown on the plan at **Appendix B**. The access will be widened to provide width of 4.5m, and will operate on a shared surface basis, which is considered acceptable given the low traffic volumes and speeds.
13. As shown on drawing number SCP/220504/D01, presented in **Appendix B**, 2.4m x 43m visibility, in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 30mph road, visibility is achievable in both directions. Furthermore, due to the site's close proximity to the end of the road where Sunny Brow Nursery School is located, this reduces speeds on this part of the road and vehicles are therefore unlikely to be travelling at 30mph.
14. As detailed earlier, the proposed access arrangement and associated visibility splays were found acceptable at appeal associated with the previous 11-unit scheme on the site (LPA Ref 08/D50870).
15. As detailed earlier, Sunny Brown Nursery School is located approximately 80m west of the site which generates pedestrian traffic and vehicular traffic within close proximity to the site access. However, this was considered by the Inspector as part of the Appeal on the site who concluded that the trips associated with the nursery are for a limited period and the road is not a through road, so therefore quickly reverts to its normal quietude outside of nursery peak periods. Additionally, these comments refer to the traffic produced by 11 dwellings which has now been reduced to only 7 dwellings, therefore lowering the anticipated traffic.

Servicing and Internal Arrangement

16. Refuse collection will take place on Sunny Brow Road. A shared refuse collection area and bin storage will be provided at the site access for residents. This avoids the need for a refuse to enter and turn within the site.
17. A swept path has been undertaken at the site access and internal road layout, which demonstrates that a fire tender is able to turn within the site access and can be accommodated within 45m of the proposed properties, as shown on drawing number SCP/220504/ATR01 Rev A, presented in **Appendix C**.
18. Additionally, a swept path has been undertaken at the site access and internal road layout as shown on drawing number SCP/220504/ATR02 in **Appendix D**, demonstrating a van can access the site, turn within the site and exit in a forward gear.

Parking

19. Rochdale Borough Council's car parking standards are set out in the Rochdale Adopted Core Strategy dated October 2016. The guidance states that for a 2+ bedroomed house outside of the town centre, the maximum standards are 2 spaces per dwelling (not including a garage).
20. As shown on the site layout plan, contained in **Appendix A**, the proposed development provides a level of parking in accordance with the Council's maximum parking standards.

Accessibility

21. Pedestrian and cycle access will be provided from the same location as the vehicular access off Sunny Brow Road.
22. The site is within an acceptable walk distance of Middleton town centre, and bus stops are located on either side of the A576 Manchester Old Road located circa 650m south (or a 8-minute walk) from the site offering regular services to Middleton Towne centre and Oldham Mumps.
23. The key facilities located within an acceptable walk distance of the site are shown in Table 1 below:

Table 1: Local Facilities		
Facility	Details	Distance from Site (m)
Pre-School / Nursery	Sunny Brow Nursery School	140m
Primary School	Parkfield Primary School, Harold Street	400m
Supermarket	Aldi, Kemp Street	600m
Medical Centre	Peterloo Medical Centre, Old Road	700m
Bus Station	Middleton Bus Station, Nus and Coach Station	800m
Bank	TSB Bank, Wood Street	900m
Post Office	Middleton Post Office, Middleton Shopping Centre	950m
Supermarket	Tesco Extra, Barton Road	1.2km

24. Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5 miles, as a whole journey or as part of a longer journey by public transport. Nearby areas of Middleton and Chadderton, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective residents to travel via bicycle.
25. As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.
26. As detailed earlier, bus stops are either side of the A576 Manchester Old Road located circa 650m south (or an 8-minute walk) from the site offering regular services to Middleton Towne centre and Oldham Mumps.
27. The following services, shown in Table 2, are provided from Middleton Bus Station located approximately 800m southwest of the site:

Table 2: Local Bus Services				
Bus Service	Route	Approximate Frequency (mins)		
		Mon-Fri	Sat	Sun
17	Manchester - Rochdale via Middleton	Approx. 10 mins	Approx. 15 mins	Approx. 20 mins
18	MRI - Langley Circular via Manchester, Middleton	Approx. 10 mins	Approx. 15 mins	Approx. 15 mins
41	Sale - Middleton via MRI, Manchester, NMGH	Approx. 10 mins	Approx. 20 mins	Approx. 60 mins
59	Manchester - Oldham	Approx. 10 mins	Approx. 30 mins	Approx. 20 mins
112	Manchester - Middleton	Approx. 15 mins	Approx. 20 mins	Approx. 30 mins
115/116	Middleton - Moston circular	Approx. 60 mins	Approx. 60 mins	-
125	Middleton - Heywood	Approx. 60 mins	Approx. 60 mins	-
129	Middleton - Boarshaw circular via Stanycliffe	Approx. 60 mins	Approx. 60 mins	-
156	Manchester - Middleton	Approx. 30 mins	Approx. 30 mins	Approx. 30 mins
159	Middleton - Oldham via Failsworth, Woodhouses, Chadderton	Approx. 60 mins	Approx. 60 mins	Approx. 60 mins
163	Manchester - Bury via Middleton, Langley	Approx. 10 mins	Approx. 15 mins	Approx. 30 mins
415	Middleton- Oldham	Approx. 60 mins	Approx. 60 mins	-

28. Mills Hill Train station is located approximately 2.8km east of the site (10 mins cycle) and is therefore within an acceptable cycle distance. This station provides regular services Rochdale, Rainford, Clitheroe, Blackburn and Leeds amongst others.

Anticipated Highway Impact

29. In order to estimate the trip generating potential of the proposed development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
- i) Residential;
 - ii) Houses Privately Owned;
 - iii) Multi modal surveys;
 - iv) Selection by number of dwellings;
 - v) Weekday surveys only; and

vi) Only sites in 'Edge of Town Centre', 'Edge of Town' and 'Suburban Areas' locations have been selected.

30. The multi modal TRICS outputs for the proposed development are presented in **Appendix E** and are summarised in Table 3 below.

Table 3 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.147	0.394	0.362	0.187
Cycles	0.006	0.017	0.013	0.008
Pedestrians	0.040	0.144	0.065	0.042
Pub. Trans.	0.004	0.034	0.020	0.004

31. The estimated trip generation associated with the proposed 7 dwellings is therefore as summarised in Table 4 below.

Table 4 - Estimated Trip Generation – 7 Dwellings				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1	3	3	1
Cycles	0	0	0	0
Pedestrians	0	1	0	0
Pub. Trans.	0	0	0	0

32. As detailed above, it is estimated that the scheme will generate 4 two-way vehicle movements in the AM peak hour and 4 vehicle movements two-way in the PM peak hour. Volumetrically, this equates to around 1 additional vehicle movement two-way every 15 minutes or so in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.

33. The proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is considered to be required. The traffic impact of the scheme is therefore acceptable in planning terms.

Summary

34. This Technical Note has been prepared in support of a planning application for 7 residential dwellings on land to the north of Sunny Brow Road, Middleton.
35. Vehicular and pedestrian access to the site is proposed via the existing access from Sunny Brow Road. The access will be widened to provide width of 4.8m, which is sufficient to allow a car to pass a refuse vehicle (MfS Figure 7.1) and will operate on a shared surface basis, which is considered acceptable given the low traffic volumes and speeds. The achievable levels of visibility from the access have been shown to comply with the required standards in the MfS for the speed of the road. The proposed access arrangement and associated visibility splays were found acceptable at Appeal associated with the previous 11 unit scheme on the site (LPA Ref 08/D50870).
36. It has been demonstrated that the development is within walking distance of local amenities, whilst there is a bus service within close proximity providing access to local destinations.
37. It is estimated that the scheme will generate 4 vehicle movements two-way in both the AM peak hour and the PM peak hour. Volumetrically, this equates to around 1 additional vehicle movement two-way every 15 minutes or so in both the AM and PM peak hours. Having regard to this, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.
38. Having regard to the analysis presented in this TN, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to Rochdale Council for approval in terms of transport.

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APPENDIX A

ON

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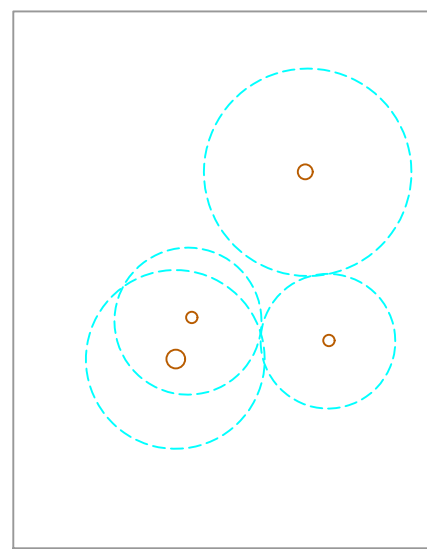
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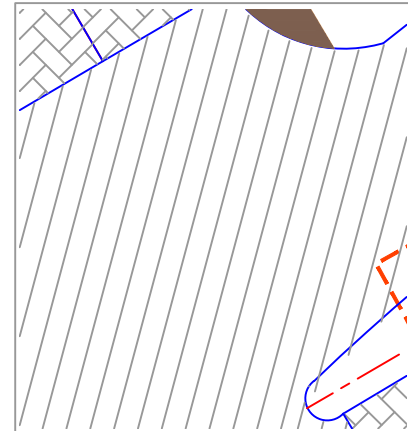
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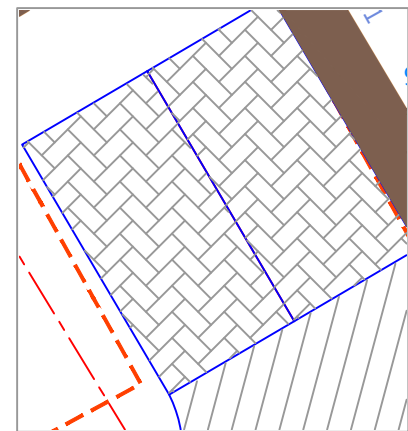
GENERAL NOTE:
Existing boundary treatments to be retained where possible - any areas requiring improvement or making good to be repaired to match existing - any repaired sections of fencing/masonry walls to incorporate min 150mm x150mm apertures at base of structure and ground level.



Denotes existing trees and planting to be removed



Denotes tarmac private drive to serve individual plots - permeable where possible subject to site conditions

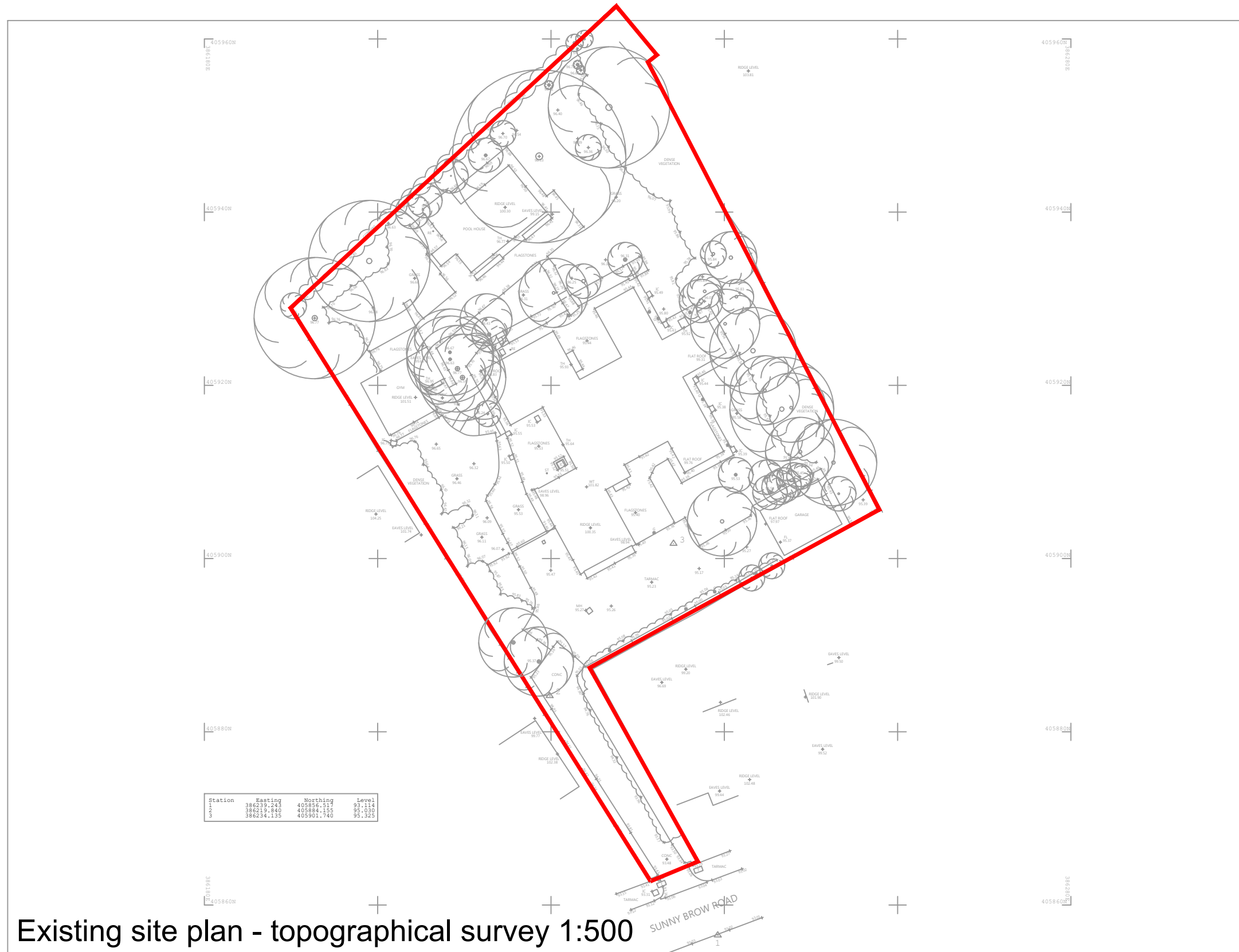
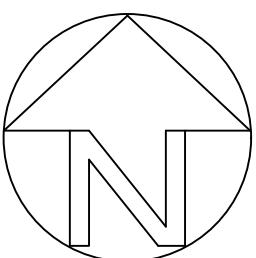


Denotes private parking areas for individual plots formed in concrete block paving -permeable where possible subject to site conditions

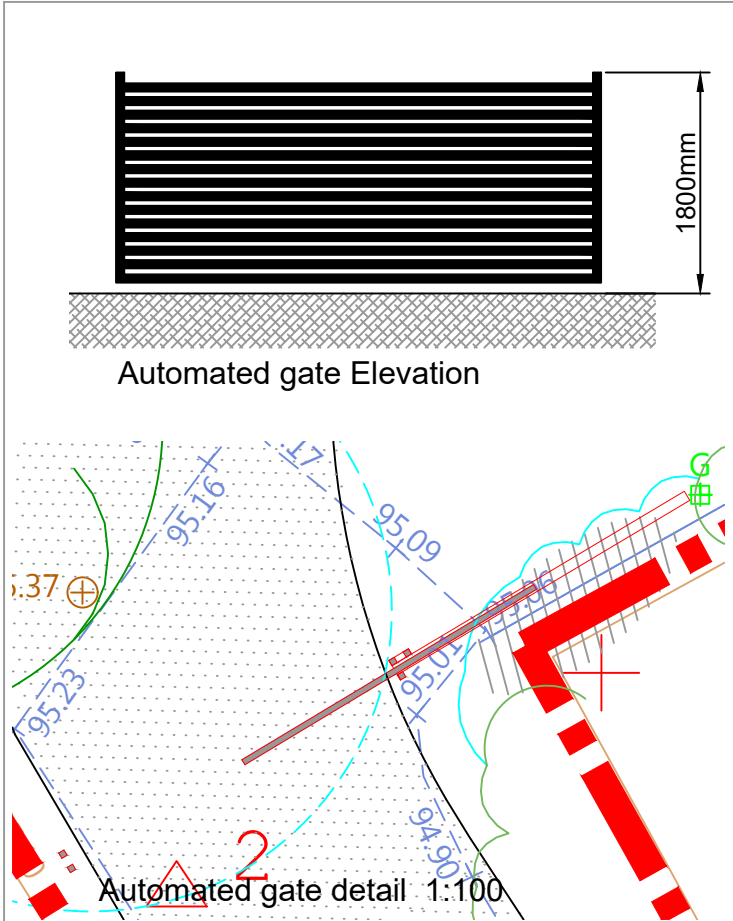
COPYRIGHT RESERVED.
This drawing is the property of A.J.Cocker Associates Ltd. and must not be copied or used in whole or in part without their consent.
CDM:
Clients and contractors must fulfil their duties under the CDM regulations 2015. The client is required to notify the HSE of any projects lasting more than 30 days or involving more than 500 person days.



Location Plan 1:1250



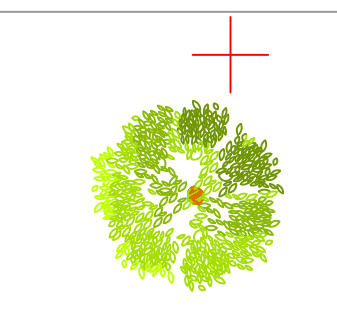
Existing site plan - topographical survey 1:500



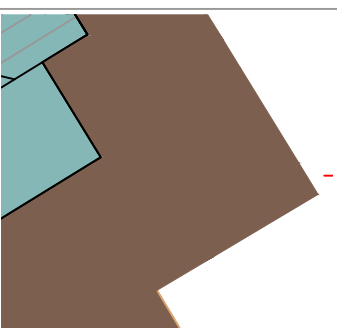
TPO tree to be retained

Automated sliding steel gate - maximum 1.8m high - purpose made and installed steel framed gate panel with horizontal bars galvanized steel with black powder coat finish.

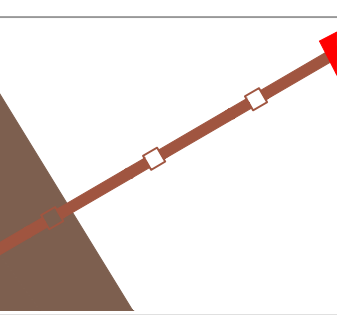
Trim existing planting to enable installation of new sliding gate at site entrance



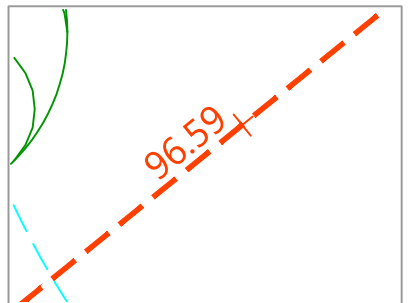
Denotes replacement tree planting subject to arboricultural advice and L.A. approval



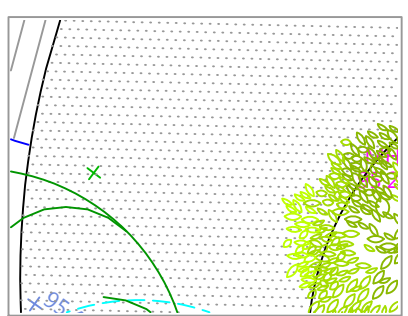
Denotes footpaths to house perimeter and pedestrian access formed in p.c.conc paving slabs.



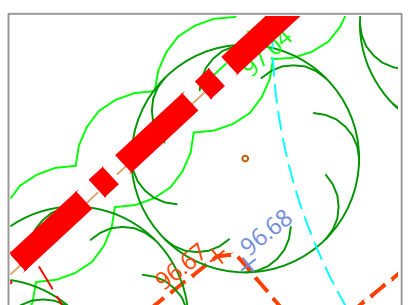
Denotes new timber screen fence max 2.0m high to comprise vertically boarded timber panels supported on timber posts and horizontal rails - 150mmx150mm apertures formed in fencing at base at 4m c/c



Denotes outline of buildings to be demolished



Denotes site access driveway formed in tarmac surface - permeable if site conditions allow - layout in accordance with traffic engineers assessment



Denotes existing trees and planting areas to be retained



Proposed automated gate - design intent image

rev: date: description	
 AJ COCKER ASSOCIATES CHARTERED BUILDING SURVEYORS	
New Century House 176 Drake Street Rochdale OL16 1UP Tel: 01706 764880 Fax: 01706 764881 www.ajcockerassociates.co.uk mail@ajcockerassociates.co.uk	
 RICS the mark of property professionalism worldwide	
Project: Development at 'Linkside', Sunny Brow, Middleton Site and location plans	scale: As shown date: Sept. 2022 drawn: NL
Client: Mr. M. Leary	Dwg. Nr. L196-01

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APPENDIX B



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED SITE PLAN	26.09.22	AM

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

MATCHBOOK LTD

Project Title:

PROPOSED RESIDENTIAL DEVELOPMENT, MATCHBOOK LTD

Drawing Title:

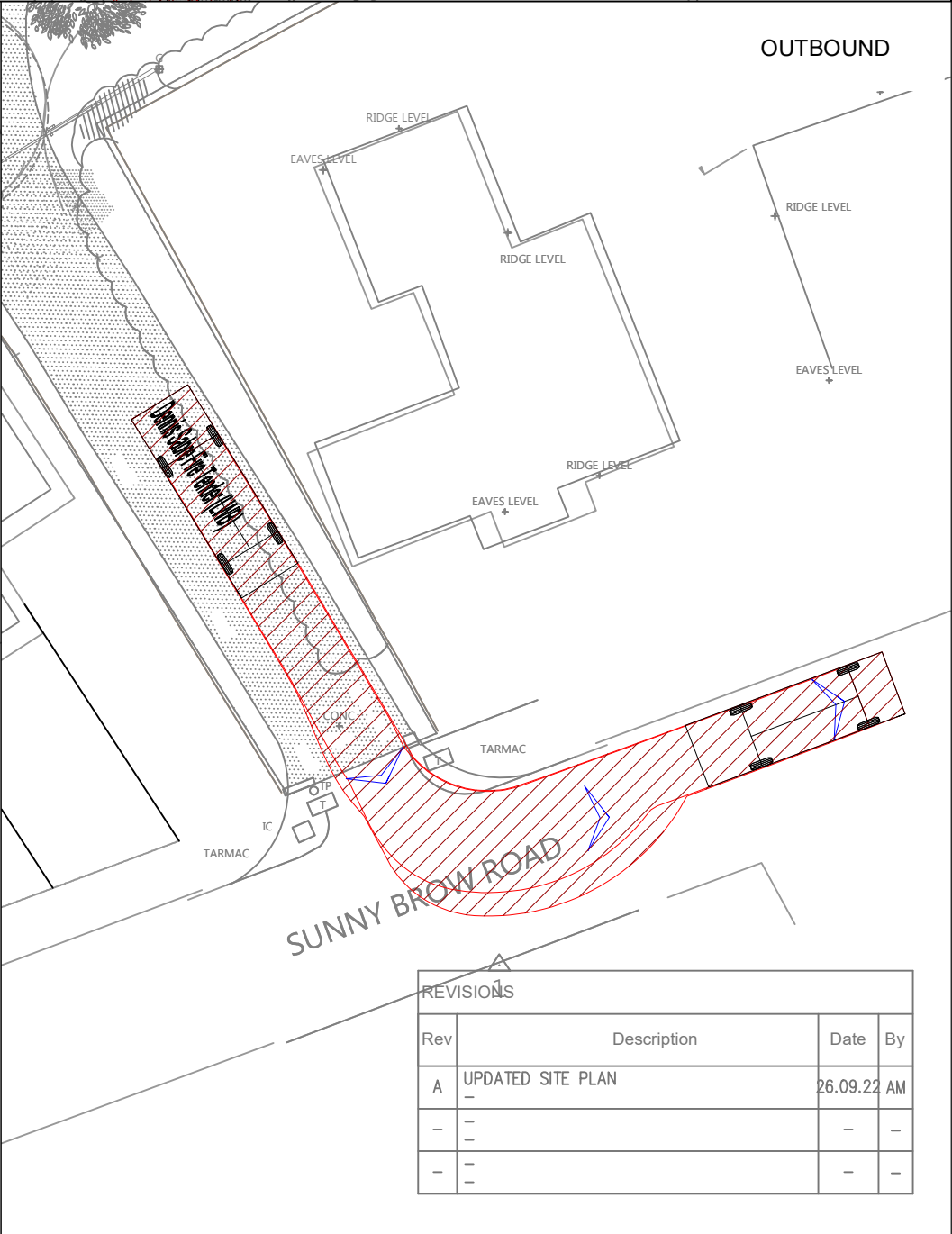
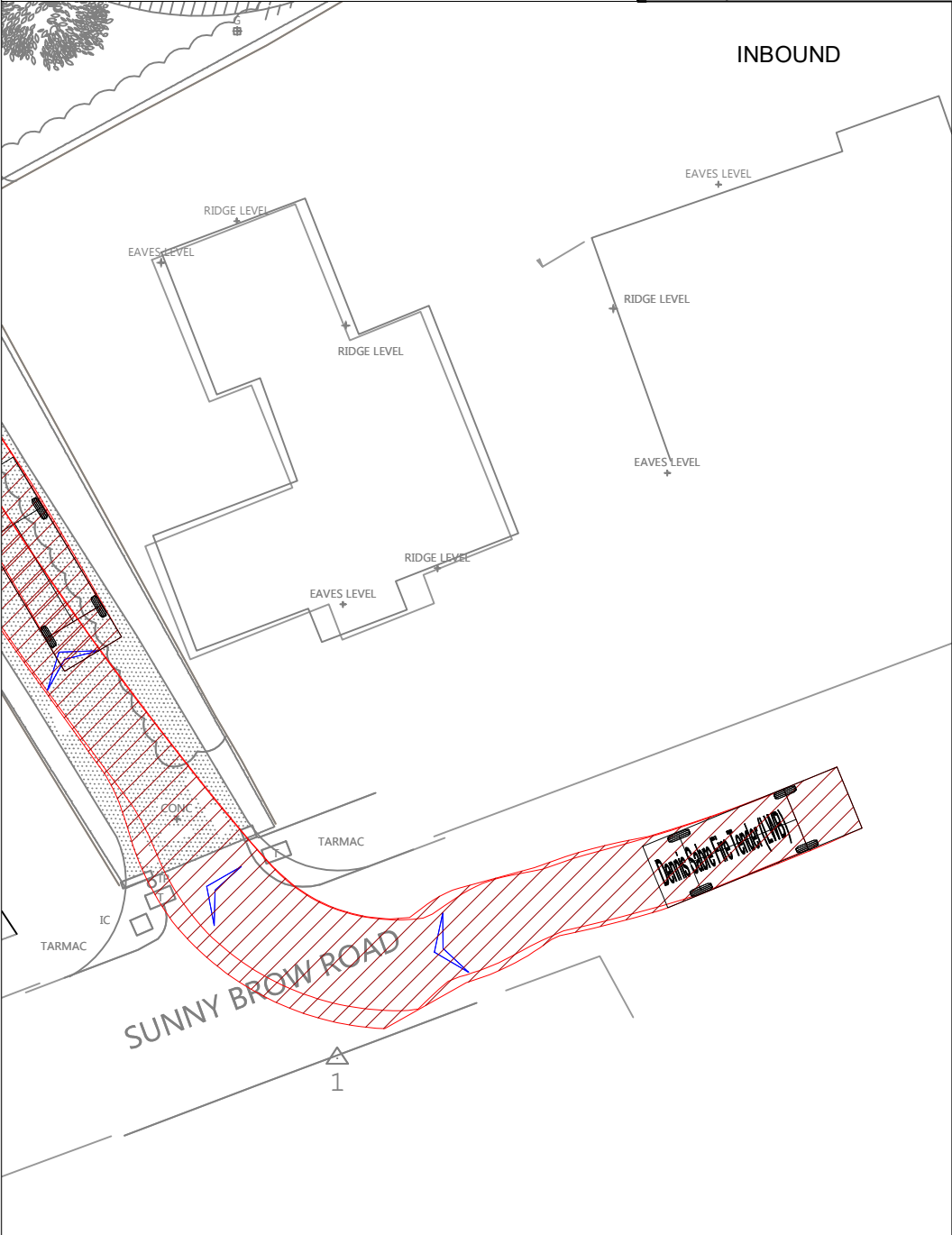
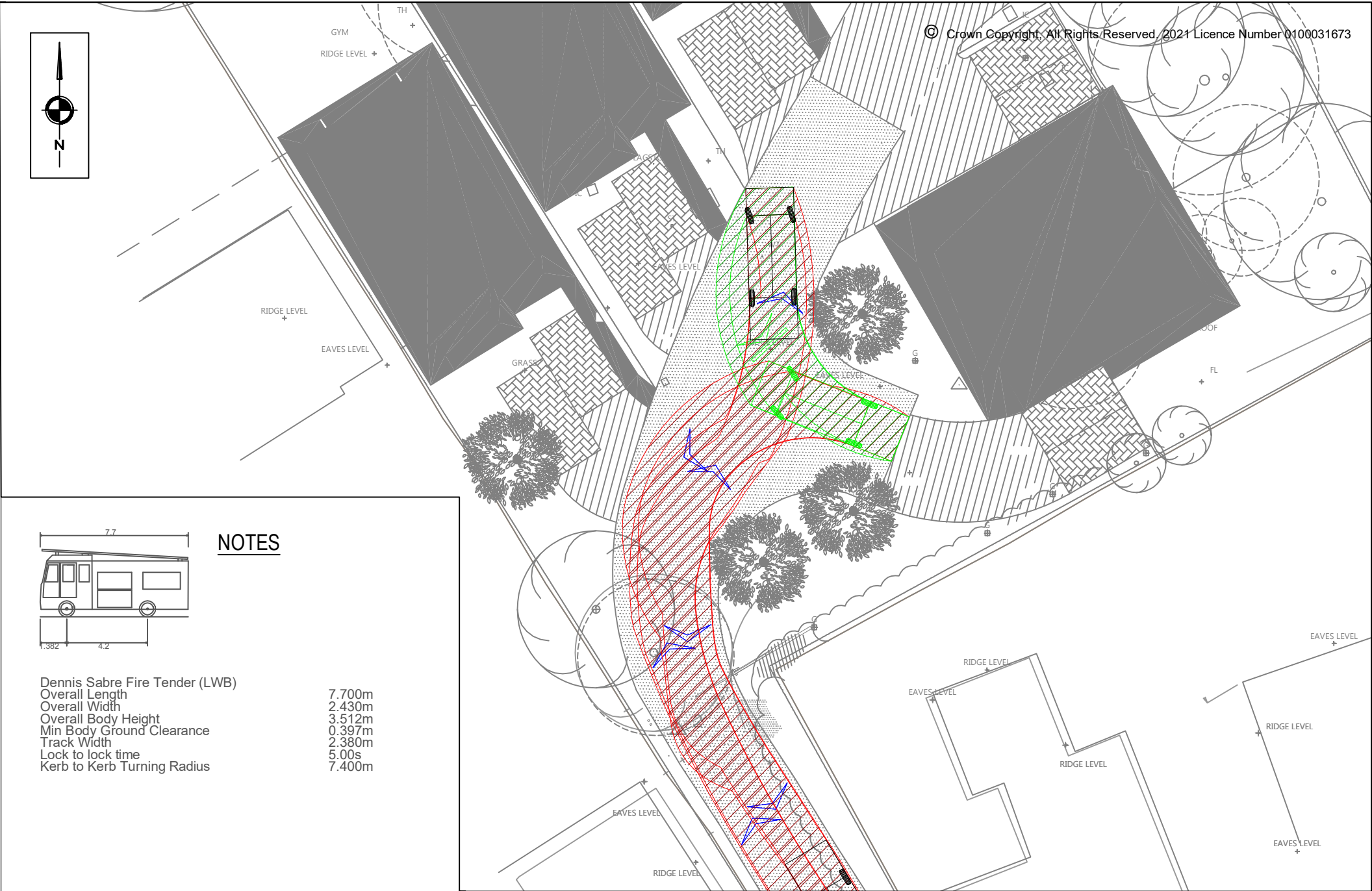
VISIBILITY SPLAYS AND PROPOSED ACCESS ARRANGEMENTS

Drawn By:	AM	Date:	10.08.22
Checked:	PT	Scale:	1:500 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	Rev.
SCP/220504/D01	-

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APPENDIX C

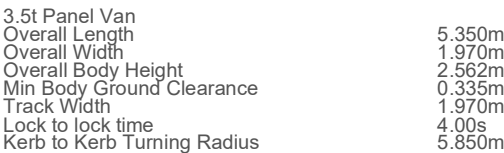
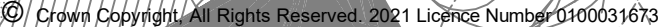


REVISIONS			
Rev	Description	Date	By
A	UPDATED SITE PLAN	26.09.22	AM
-	-	-	-
-	-	-	-

 SCP Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client MATCHBOOK LTD	Drawing Title SWEPT PATH ANALYSIS	Scale 1:250 @ A3	By AM	Drawing No. SCP/220504/ATR01
	Project Title PROPOSED RESIDENTIAL DEVELOPMENT, MATCHBOOK LTD		Date 10.08.2022	Checked PT	
			Approved/Unapproved -	Status PLANNING	Revision A

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APPENDIX D



REVISIONS			
Rev	Description	Date	By
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