



PLANNING BY DESIGN

FROM CONCEPT TO COMPLETION

Planning and Heritage Statement

**Part retrospective application for proposed
dropped kerb installation and new driveway at the
front of the property**

**Howarth Knowl House, Howarth Knowl, Wardle
Road, Rochdale OL12 9JD**

On Behalf of Christian Taylor

Prepared by **Planning by Design**

Application

Planning By Design (Agent) has been instructed to act on behalf of Christian Taylor (Applicant) to submit a retrospective planning application to Rochdale Borough Council (Local Planning Authority) for a proposed dropped kerb installation and new driveway at the front of the property at Howarth Knowl House, Howarth Knowl, Wardle Road, Rochdale OL12 9JD (the site).

In support of this application, the following Planning and Heritage Statement has been constructed to demonstrate the suitability of this site for this proposal and evaluate its accordance with national and local planning policy along with supplementary design guidance.

Site Location

The site itself consists of a plot of the northeastern side of Wardle Road with a semi-detached 3-bedroom dwelling. The dwelling benefits from a generous triangular curtilage which spans the front, side and rear of the dwelling. The site has a sloped topography, with the dwelling sitting above the classified road.

Wardle Road runs north to south between Wardle and Rochdale and the carriageway is approximately 6.6m wide and operates under a 30mph speed limit.

The site has the following designations:

- Green Belt
- Grade II listed Farmhouse

The Proposal

The Applicant proposes a new driveway within the dwelling's curtilage, and a dropped kerb at the front to allow access. The proposed dropped kerbing is to create parking for the main dwelling. Due to the existing topography, there is no off-street parking available for the main house at present.

The proposal includes the relocation of two pre-existing stone pillars (placed further apart) alongside resurfaced, retained walls that lead to a dropped kerb that provide access in and out of the property's curtilage. There is a staircase proposed that leads up to the main house, which is located on a higher topography to the proposed driveway. There will also be a drainage channel at the site to ensure adequate surface water drainage.

In terms of materials and finish used, the lower half of internal walls will be covered using sandstone slips to mimic the stonework of the main house, upper half of internal walls will be K Rendered to match the main house, and pillars will be sand blasted back to original stone finish.

The driveway and vehicular crossover will allow the residents to park a car within the front curtilage of the dwelling. The proposed dropped kerb is to avoid parking on Wardle Road (there are no controlled parking zones in place), which is not owned by the Applicant and is

the only access point to the property. Parking on the Wardle Road as per the status quo, may cause traffic and access blockage.

There will be ample space for a vehicle to enter and leave the site in forward gear, and a car will be able to cross the footway/verge at right angles (90°) to the road, there is also appropriate space for vehicles to turn and manoeuvre within the driveway.

Further information about the design and its dimensions can be found within the accompanying planning drawings.

Planning History

There has been one application at the site, which we consider is the application the Applicant is responding to:

- 22/00716/HOUS – Excavation to front to form vehicular access for parking area with block paving including drop kerb, featuring new steps/internal wall to raised platform to front and render (Part retrospective) – Withdrawn 24/11/2022

We have reviewed similar developments in the borough and found that the Council does accept driveways and dropped kerbs, which provides precedent that the development could be accepted in principle:

- 23/00319/LBC – Change of use and residential conversion works to existing workshop/garage to comprise a dwelling with associated car parking, creation of access opening/driveway to parking south of Tithe Barn and alterations to fenestrations at all elevations – TBD
- 21/01482/HOUS – Creation of driveway with imprinted concrete surfacing – Granted 08/12/2021
- 20/00357/FUL – Two storey rear extension and creation of driveway including dropped kerb to no' 44 and first floor rear extension to no' 46 Furness Road – Granted 28/05/2020

In addition, there are driveways in the neighbouring properties that suggests the proposed development will not be out of character of the area.

Planning Designations

The following planning policy and guidance documents are recognized as material considerations for the assessment of this application.

National Planning Policy Framework 2023 (NPPF)

- Section 2: Achieving Sustainable Development
- Section 12: Achieving Well-Designed and Beautiful Places
- Section 13: Protecting Green Belt Land
- Section 16: Conserving and Enhancing the Historic Environment

Places for Everyone Joint Development Plan (PfE)

- Policy JP-S1: Sustainable Development
- Policy JP-P1: Sustainable Places
- Policy JP-C8: Transport Requirements of New Development

Rochdale Core Strategy (CS – 2016)

- Policy DM1: General Development Requirements
- Policy P2: Protecting and Enhancing Character, Landscape and Heritage
- Policy P3: Improving Design of New Development
- Policy T2: Improving Accessibility
- Appendix 5 Schedule of Parking Standards
- Policy SD1: Delivering Sustainable Development

Saved Rochdale Unitary Development Plan (UDP) 2006

- Policy EM8 Protection of Surface and Ground Water

Supplementary Planning Documents (SPD)

- Supplementary Planning Document 'Guidelines and Standards for Residential Development' (2016).

Planning Assessment

The main considerations of this application are the potential impact of the proposal on highways, its design and the potential impact on the highways network, drainage concerns, character and amenity of the surrounding area, listed building and neighbouring properties. The below will address these issues in accordance with relevant local planning policies.

Principle of Development

The application site lies just outside the defined urban area of Wardle, which the Core Strategy describes as a smaller service centre. The minor development is to an existing residential property, surrounded by other residential neighbouring houses, which will be viewed in the context of other built forms at the site, and will not impact the openness of the greenbelt or significance of the listed building.

The proposal represents sustainable development in line with the NPPF and the local development plan, subject to site specific and design policies and guidance which will be discussed below.

Design

The proposed development will contribute to appropriate and safe vehicular access to the site and towards the road. It will contribute to the place-making, and it will allow off- street parking within the curtilage of the property, without over developing the site. It is expected

that the development will achieve a high-quality design, which will respect the character of the site and the surrounding area and make efficient use of the plot. It will utilise materials and finishings which will match the existing dwelling at the site to ensure a seamless finish to the development.

Given its appropriate scale and form, the proposal is not considered to have a detrimental impact on the character and appearance of the existing dwelling or street scene. The property benefits from an adequate front curtilage to support the proposal, and the dropped kerb and driveway will not overdevelop the site. In the same vein, as the proposal will be viewed in connection with other built forms at the site, it will not detrimentally impact the openness of the green belt.

It also will not materially harm the character and appearance of the area, particularly as there are also other dropped kerbs existing along the street and within the surrounding area, thus ensuring the proposal will not look incongruous with the locality.

The proposal is therefore in accordance with the above noted policies of the Local Development Plan and NPPF sections and should be considered acceptable in principle with regards to its design.

Impact upon Listed Building

The proposed development, which is associated with the main house, is within the setting of a Grade II listed building at Howarth Knowl Farmhouse. Although it's within the setting, the proposed siting cannot be seen from the listed building and vice versa. The nature of the proposed use is minor and would not impact the significance or use of the listed Farmhouse i.e. there is a separate access track adjacent to the proposed driveway so access will not be impacted. There is a dedicated driveway/access to the Farmhouse adjacent to the proposed driveway, so there would be no access blockage to get to the Farmhouse. Therefore, the proposed driveway allows reduced vehicle movements in the immediate setting of the listed building, increasing its significance.

Stairs to the main dwelling are proposed, which shows that pedestrians no longer need to access the site via the adjacent access track, reducing vehicle/pedestrian traffic towards the listed building. There is alternative, and potentially safer access to the main dwelling by the creation of the driveway.

If people need to access the Farmhouse, they now have a dedicated, unrestricted access track to it, defining its significance i.e. there is a specific purpose to use the access track, to use/visit the listed Farmhouse. The proposed therefore complies with Policy P2 of the Core Strategy and Section 16 of the NPPF.

Amenity

The property is in existing use, and it is not considered that the creation of a new vehicle access will result in an increase in vehicle movements that will adversely affect the amenity of neighbouring residents.

The new development will improve amenity for the dwelling's occupiers and future residents, as it will allow for off-street parking space at the site. This will also result in less reliance upon parking upon the roadside, benefitting access to neighbouring properties, and reduced congestion.

The proposal is thus in accordance with policies of the Local Development Plan and NPPF and should be considered acceptable with regards to amenity.

Parking and Highways

Paragraph 115 of the NPPF states *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."* The Core Strategy defines parking standards for the area.

The proposed development will ensure that vehicular access to the property is safe and convenient for all users (including pedestrians and cyclists) and will facilitate the use of the sites front curtilage to allow for off-street parking at the site, also improving access to the property.

A maximum standard of two car parking spaces is defined for a three-bedroom residential dwelling outside Town Centres within Appendix 5 of the LPD. The provided parking does not exceed maximum standards. The proposal provides for one parking space with the remaining standard space to be accommodated by existing unallocated rear parking or via on-street parking.

The proposal will be designed to allow enough space for a vehicle to enter and exit the property driveway safely in forward gear and will provide acceptable visibility to do so safely. The Highways report constructed to support the proposal states:

"The carriageway would be able to support the addition of one vehicle parking via on-street methods."

Swept Path Analysis

Swept path analysis of a private car measuring 4.223m x 1.715m has been conducted to ensure vehicles can manoeuvre in and out of the space. Manoeuvres are demonstrated to be achievable on drawing 28681_08_020_02 in Appendix B. Swept path analysis outlines the need for two additional dropped kerbs and associated taper."

Conclusion

The parking space is constructed to standards set out by RBC with acceptable visibility provided. The development benefits the public highway by providing a space for a car that would have previously used means of on-street parking. The development does not add severe impact to Wardle Road, and instead benefits, and thus the retrospective application should be considered acceptable in terms of transport."

On balance, the proposal will not detrimentally affect the smooth operation of the surrounding local highway network and is compliant with Local and National Planning Policy and Guidance.

Drainage

In accordance with Policy EM8, as per the attached drainage calculation, proposed drainage can be considered adequate to support the proposal and ensure suitable surface water drainage. This will include a linear channel, cellular storage tank soakaway, porous paving, further details of which can be found within the accompanying drainage documents.

Planning Balance

The proposal positively contributes to all three development objectives outlined in the NPPF.

- Socially, the proposal provides off street parking at the dwelling, which will be inclusive and accessible to all users. This will ensure that the applicants can maximise the use of the site, providing longevity to its design.
- Environmentally, the proposal does not erode the streetscape, green belt or landscape character, or negatively impact the area it is located within. It will also have material impact upon the significance of the listed building.
- Economically, the proposal will help stimulate economic activity at a local level as local fitters and suppliers will be sought for further construction following the receipt of planning permission.

The proposal will be sympathetic in design and respond well to the existing street character and the area. The proposal is compliant with National and Local planning policy and will not have any detrimental impact on the locality. Therefore, it is considered that proposal will be in line with sustainable development principles.

Conclusion

The proposal will deliver significant social and economic benefits to this area while not resulting in any detrimental harm to the area's surrounding environment. It will be well-designed and safe, and the proposal has given due respect to the character of the local area, and it will not detrimentally impact on the amenity of the neighbouring properties any more than the existing development. The proposal will also have no negative impact on local highways, traffic flow or pedestrian and cyclist safety.

We kindly request that the Council supports this application.