

35 Milnrow Road

Boundary Treatment

PLANNING APPLICATION

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01. Executive Summary

01.01 Introduction

During the prolonged planning application process for 35 Milnrow Road to 'increase the roof height of the existing dwelling by 1m, including rear dormer and 2 no. roof lights to front and two-storey side extension following demolition of existing side extension, including application of render with alterations to fenestration to all elevations' the front boundary treatment has been under scrutiny by the planning officer and urban design officer.

Pre planning advice was sought to explore the best possible solution to provide security, safety and privacy to the newly configured rear and side garden. Traffic often queues up during rush hour on Milnrow Road parallel with number 35 causing noise, vibrations and pollution to travel into the properties garden. A hybrid solid wall with acoustic fence solution is preferred to provide the residents with the best barrier from the road to protect them against noise, vibrations and pollution so that the residents get full enjoyment of their property.

Therefore the purpose of this planning application is to work with the planning officer and urban design officer to better understand the previous feedback and how we can also achieve my clients aspirations.

01.02 Planning History

The following feedback has been received from the planning officer & urban design officer with the referenced planning application reports:

PREAPP/00094/25

The designer is advised to balance functional and aesthetic considerations when designing the proposed boundary treatments for the host property, providing a suitable specification of boundary solutions which suit the applicant's needs whilst maintaining a high quality and well-landscaped design which responds positively to the verdant character of the street scene. Any loss in amenity value from the removal of existing hedging must be compensated through a carefully thought-out landscaping scheme.

The proposal is a refinement and improvement to option 03 as preferred by the planning officer & urban designer. Changes have been made following the pre application feedback to respond positively to the verdant character of the site:

Hedging provided in front of boundary wall in raised planters.

All driveway proposals are now purely on 35 Milnrow Road curtilage.

SUMMARY: Proposal acceptable given the enhancement to verdant character of the site.

24/00817/HOUS

2m light grey rendered boundary wall proposed

1. By virtue of its excessive height and siting, the proposed 2m boundary wall would significantly reduce visibility for users of the highway and the footway, resulting in an unacceptable risk to pedestrian safety. The proposal is therefore considered to pose an unacceptable threat to highway safety, and would be contrary to Policies DM1 and T2 of the adopted Rochdale Core Strategy, the Council's 'Guidelines and Standards for Residential Development' SPD and the National Planning Policy Framework.

SUMMARY: Visibility splays have since been identified - proposed boundary treatment will need to stay at or below 600mm within this zone

2. By virtue of its siting behind the existing boundary hedging, the proposed 1.8m-high fencing would not appear overly conspicuous on the street scene. Suitable specification of fencing can be secured via condition in the interest of visual amenity.

SUMMARY: Max 1.83m fence would be considered acceptable in line with the front elevation of the building as per shown in planning application drawings.

URBAN DESIGN CONSULTATION RESPONSE

3. There was an opportunity as part of the works to improve the side elevation fronting Milnrow Road but this has not been utilised. Interesting architectural features such as the attractive boundary brick walls along this road could have also been integrated as part of the works. Is the agent proposing rendered walls or is this just a remnant from the visualisations? I would urge the planning officer to ensure the design is not relegated even further with the downgrade of a rendered finish wall. Why are the current hedges being omitted? This is quite an attractive part of the site lending itself to the hedgerows of the greenbelt.

SUMMARY: Red brick boundary wall treatment would be preferred to render - hedges to be retained as attractive greenery.

PREAPP/00037/24

4. Boundary Treatment

There is a well-defined boundary hedge currently in place. This is intended to be replaced with a 6ft tall boundary wall finished in render. Furthermore this will be curtailed along the east elevation and there is the introduction of a new sliding vehicle gate entry.

This negative design move harms the character of the area. This should be considered in respect to the vicinity of the green belt as well as how the main road, private access road and public right of way all merge. The current boundary treatment is very effective in helping this transition to natural hedgerows, resonant to the green belt. Omitting this would be a reduction in quality and certainly be a backward step that I would not support.

SUMMARY: Consider transition of natural hedgerows.

23/01246/HOUS

5. Highways' concerns relate to the visibility at this junction and the detrimental impact a permanent structure would have in this location. A reduced visibility at this junction would have an impact on road safety and Highways therefore cannot support this element of the application.

SUMMARY: As point 1.

6. Neighbour notifications via letters were sent to surrounding properties. One objection letter was received with the following concerns: The removal of existing greenery and the addition of white rendered wall would not be in keeping with the surrounding area;

SUMMARY: Hedges to be retained as point 3

7. This includes the construction of a 2m-high, 19.4m-wide rendered boundary wall directly adjoining the highway, the height, scale and materiality of which creates an imposing and oppressive feature which would dominate the street scene. The subsequent partial removal of existing hedging would also be detrimental to the verdant character of the area.

SUMMARY: Length of solid wall against highway unacceptable - hedges to be retained.

8. The submitted plans have also not sufficiently demonstrated the practicality of the proposed sliding vehicle gate which would obstruct the pedestrian gate and ultimately constitute a poorly thought-out feature.

SUMMARY: Pedestrian gates to be clear of sliding gates.

02. Boundary Treatment

The following proposal looks to maintain an attractive and open corner to the private road, whilst leaving the existing hard edged boundary treatment in place.

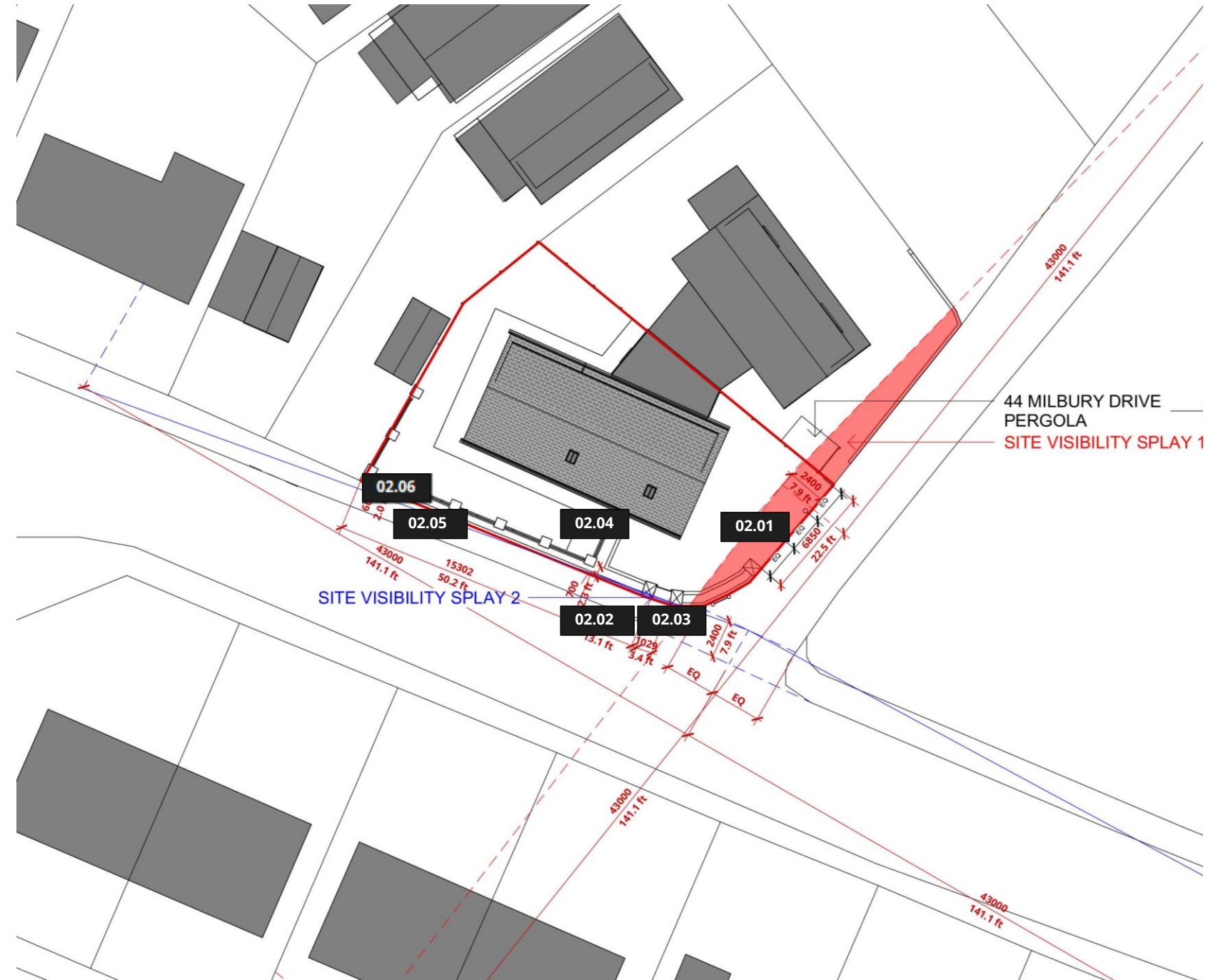
To provide privacy to the rear garden a taller wall is proposed set back from the boundary by 600mm, creating a raised bed with soft planting in front.

A similar lower level raised planted is proposed on the curved corner with soft planting c. 700mm setback from the boundary.

Relocation of the pedestrian gate and driveway access maximises the soft plant screening to Milnrow Road for continuity of appearance. The details of each area are explained in more detail in the sections below:



EXISTING BOUNDARY TREATMENT (PRE EXTENSION)



02.01 Driveway Vehicle Entrance

Existing

- Open driveway previously had shared access with 44 Milbury Drive and measured c. 5.6m
- Note due to erection of timber fence and pergola at 44 Milbury Drive, 35 Milnrow Road driveway access was reduced to c. 3.85m

Proposal

- Existing driveway opening enlarged by c. 3m to 6.85m
- 2 no. automated bollards to be installed

02.02 Corner to Milnrow Road & Private Lane

Existing

- C. 250mm high red brick wall
- Green hedging up to 1m tall due to visibility splay

Proposal

- Existing 250mm high brick wall retained
- New planting bed formed with c. 250mm high red brick wall to match existing
- 2 no. Brick piers at height of 750mm to opening edges
- Low growing greenery to maintain the verdant look up to 1m tall due to visibility splay – Photinia little red robin

02.03 Pedestrian Entrance

Existing

- C. 900mm high red brick wall pier to right side of pedestrian opening
- 900mm wide opening

Proposal

- 1000mm wide opening relocated towards entrance
- Brick pier reduced to 750mm high to match (2.02)

02.04 Planning Approved Fencing

Existing

- C. 350mm red brick wall
- C. 2m tall hedging

Planning approved:

- New 1.8m tall fence subject to discharge of conditions on details

Proposal

- 1.8m Solid redbrick piers with flush coping stone every 2-3m, in between piers 1m high brick wall with 800mm black acoustic fencing infills (flush coping allows easy removal of fence panels as required) to match 02.05
- 1000mm wide, 1.8m tall pedestrian gate
- Planting to front of pillars (purple phormiums)

REASON:

Traffic often queues up during rush hour on Milnrow Road adjacent to number 35 causing noise, vibrations and pollution to travel into the properties garden.

02.05 Milnrow Road Boundary

Existing

- C. 350mm red brick wall
- C. 2m tall hedging

Proposal

- Existing c. 350mm red brick wall retained
- 400mm wide planting bed with a native purple beech hedge
- 1.8m Solid redbrick piers with flush coping stone every 2-3m, in between piers 1m high brick wall with 800mm black acoustic fencing infills (flush coping allows easy removal of fence panels as required)

REASON:

Traffic often queues up during rush hour on Milnrow Road adjacent to number 35 causing noise, vibrations and pollution to travel into the properties garden.

02.06 Boundary to 42 Milbury Drive

Existing

- Garage red brick wall
- C. 1.8m timber fencing

Proposal

- 1.8m Solid redbrick piers with black brick coping every 2-3m, in between piers 1m high brick with black brick coping wall with 800mm black acoustic fencing infills to match 02.05

REASON:

- Traffic often queues up during rush hour on Milnrow Road adjacent to number 35 causing noise, vibrations and poll
- Matches 02.05 treatment excluding planting

03. Visualisations

03.01 Front Corner View



03.02 Milnrow Road Side View



03.03 Rear Corner View

