

Application Number:	23/00817/HOUS
Location:	239 Manchester New Road, Middleton, M24 1JT
Proposal:	Additional drop kerb to form vehicular access including alteration to boundary wall to front elevation
Applicant:	MR G SINGH
Case Officer:	Bob Melling
Recommendation:	Grant subject to conditions

DELEGATION	Applicant a Council Member or officer?	N
	Contrary to previous decision?	N
	Called in or Planning Panel objection?	N

COMMENTS	Planning Panel comments received?	N
	Neighbour comments received?	N

CONDITIONS	Pre-commencement conditions proposed?	N
	Pre-commencement conditions agreed (or notification period expired)?	N/A

Location

This application relates to no. 239 Manchester New Road, a two-storey, semi-detached dwelling located in Middleton. The property is oriented northwest towards the highway, adjoining no. 237 Manchester New Road to the northeast and adjacent to no. 241 Manchester New Road to the southwest. The property is bounded by a low level red brick wall of approximately 0.55m in height with a box hedge behind of approximately 1.5m in height. The existing driveway has capacity for one standard-sized car with no internal turning space.

Description of Proposal

Permission is sought for the removal of a section of the dwarf wall and hedge to the front boundary to accommodate an extension to the existing driveway. The width of the driveway would be increased from 3.05m to 4.8m and would be finished in permeable plastic pavers infilled with gravel. The existing brick detailing would be retained and the brick pier to be removed would be replaced.

Relevant History

19/00511/HOUS

Garage conversion including projecting bay window to the front and alterations to the side and rear elevations
Grant subject to conditions

Township/Member comments

N/A

Consultee responses**Highways And Engineering**

Manchester New Road is a classified road designated as the A664.

A standard requirement for vehicular access onto a classified road is that vehicles must be able to enter and leave in forward gear which means there must be adequate internal turning space for a standard sized family car.

Both the existing and proposed driveways do not have the benefit of adequate internal space so vehicles will have to reverse in or out from Manchester New Road to access the driveways which is contrary to current standards and has a detrimental impact on road safety.

Additional vehicles movements created by the new driveway will only add to road safety concerns.

Highways cannot support this application because of the reasons outlined above.

Representations

Letters of notification were sent to surrounding properties. No representations were received in response to the proposed development.

Policy**National**

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

Local

Saved Rochdale Unitary Development Plan (UDP) 2006:

G/D/1 Defined Urban Area

Adopted Rochdale Core Strategy (CS) 2016:

The Rochdale Core Strategy was adopted on 19th October 2016. The following policies are relevant:

P3	Improving Design of New Development
DM1	General Development Requirements
T2	Improving Accessibility
Appendix 5	Schedule of Parking Standards

Supplementary Planning Documents (SPD): Supplementary Planning Document 'Guidelines and Standards for Residential Development' (2016).

Amendments

An amendment was sought to increase the width of the proposed driveway by 0.33m in order that adequate space for two cars could be provided.

Assessment

Design: DM1 and P3

The proposed development would result in the removal of a small section of the existing boundary treatment. The submitted plans confirm that the existing brick detailing would be retained and the brick pier to be removed would be replaced.

The proposal would therefore accord with the visual amenity aims of policies DM1 and P3 of the Rochdale Core Strategy.

Amenity: DM1 and SPD

The proposed development would see the removal of a section of the existing boundary treatment to the front. Given the nature of development proposed, no concerns are had regarding residential amenity.

The proposal would therefore accord with the residential amenity aims of policies DM1 and P3 of the Rochdale Core Strategy.

Highways and Parking: DM1 and T2, Appendix 5

Policy DM1 of the adopted Rochdale Core Strategy requires development proposals to *“provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location.”*

The proposals would increase the provision of off-street parking available at the property to two vehicles.

The Highways Officer has raised concerns relating to the parking and access arrangements and the impact on road safety. However, it is not considered that a highways-based refusal could be substantiated given the existing conditions at the site. The property currently benefits from one parking space with no internal turning space due to the width of the driveway.

The proposed parking arrangements are therefore acceptable in accordance with policies T2 and DM1.

Recommendation: Grant subject to the following conditions

1. The development must be begun not later than three years beginning with the date of this permission.

Reason. Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The permission relates to the following plans:

- Site And Location Plan. Drg no. A106. Rev B

And the development shall be carried out in accordance with these drawings hereby approved.

Reason: for the avoidance of doubt, and to ensure a satisfactory standard of development in accordance with the policies contained within the adopted Rochdale Core Strategy and the National Planning Policy Framework.

3. The materials used in the construction of the exterior of the development hereby permitted shall match those used in the construction of the exterior of the existing building in colour, form, type, size and texture.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Article 35 Statement

The Local Planning Authority worked proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition.

	Date	Officer
Report Completed	06/11/2023	Signed: BM
Authorisation	09/11/2023	Signed: RC

Report Author Bob Melling