

Application Number:	22/01403/HOUS
Location:	77 Lake Bank, Littleborough, Rochdale, OL15 0DN
Proposal:	Driveway for 2No. Parking Spaces with stepped boundary wall - Retrospective (Resubmission of 22/00309/HOUS)
Applicant:	Armistead
Case Officer:	Sam Yuen
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

The application relates to no. 77 Lake Bank, a two-storey semi-detached dwelling located in the suburb of Smithy Bridge, Littleborough. The dwelling is adjoined by no. 75 to the south-west, adjacent to no. 79 to the north-east, and faces the highway to the south-east. The rear boundary of the curtilage borders the curtilage of no. 16 Heald Close. As it stands, the application site consists of a driveway to the front curtilage. The application property is adjacent to Hollingworth Lake and the forward public footpath is subject to large footfall and vehicular traffic.

Description of Proposal

Retrospective planning permission is sought for a front driveway constructed from angular gravel to accommodate two parking spaces. The development also consists of a stepped boundary wall adjacent to no. 79 with a minimum height of approx. 1.2m and maximum height of approx. 1.26m. The retaining wall is constructed from part-brick and part-white render to match the host dwelling.

The application is a resubmission of a previously granted planning application (22/00309/HOUS), with amendments made to the boundary wall with adjoining no. 79 from a low wall to a stepped wall.

Relevant History

78/D07422 - Front porch and alterations to dwellinghouse – Grant

22/00309/HOUS - Driveway for 2 no. parking spaces - Grant subject to conditions

Township/Member comments

N/A

Consultee responses

Highways and Engineering

Highways would not usually support driveways with access onto classified roads without adequate internal turning space, however as a number of properties on Lake Bank already have driveways without turning facilities then a precedent may have already been set. We also note that during the period the existing driveways have been operational there have been no personal injury vehicle accidents recorded on Lake Bank.

The submitted elevation plans show that walls will be built directly up to the footways either of the driveway. To ensure that an adequate visibility splay is maintained between vehicles on the driveway and pedestrians on the footway we would ask that the proposed walls are no higher than 900mm for a minimum length of 1 metre into the driveway.

Drawings indicate adequate parking spaces for two vehicles which have permeable surfacing.

Highways would ask a survey or pictures are taken by the applicant of the footway fronting the site prior to construction so that a record is kept of the condition of the highway and that on completion of the development the highway is returned to its pre application condition at the expense of the applicant.

The footway in front of the application site is very busy with pedestrians and the construction works must be undertaken in line with safety requirements therefore we would ask for a construction method statement.

The applicant is also reminded that if works require a temporary footpath closure order. This must be secured prior to construction commencing on site.

Note: The application seeks retrospective planning permission and, notwithstanding that the requirement for a survey of the footway falls outside of the scope of planning conditions, it is not relevant as the development is already built.

Drainage

The drainage officer noted a properly specified permeable driveway is required to prevent excess water runoff onto the public highway, which is unacceptable.

Following correspondence with the agent and onsite inspection, the drainage officer considered the angular gravel to be acceptable with regards to its permeability.

Having monitored the driveway, it is considered the driveway surface would not result in unacceptable level of gravel shedding onto the public footpath and highway.

Drainage Condition can be discharged.

Representations

Neighbour notifications via letters were sent to surrounding properties. No comments were received.

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

N/A

Assessment

Design: DM1 and P3

- ☐ Paragraph 130 of the National Planning Policy Framework requires new development to be *“visually attractive as a result of good architecture, layout and appropriate and effective landscaping”* in addition to ensuring they are *“sympathetic to local character”*.
- ☐ Policy DM1 and P3 of the adopted Rochdale Core Strategy requires development proposals to be *“of high quality design and take the opportunity to enhance the quality of the area”* and to *“enhance the borough’s identity and sense of place, by respecting context where it is positive and having regard to the scale, density, massing, height, layout, landscape, materials and access of surrounding buildings and areas in general”*.
- ☐ The proposed driveway is of the same specification as the original submission (ref: 22/00309/HOUS) which was granted approval. Given the presence of existing front driveways on properties along the building line of the host dwelling, there are no concerns over the visual amenity impacts on the street scene.
- ☐ The form of the stepped boundary wall, and the use of red brick and white render on the retaining wall match the host dwelling and adjoined no. 75, and would be designed appropriately for this context.
- ☐ As it stands, the proposed development retains sufficient space for refuse bins to be stored to the side of the host dwelling away from the street scene, in accordance with section 3.12 of the SPD.
- ☐ The design of the proposal is therefore acceptable and accords with policies DM1 and P3 of the adopted Rochdale Core Strategy, the SPD and the NPPF.

Amenity: DM1 and SPD

- ☐ Policy DM1 of the adopted Rochdale Core Strategy states development proposals should ensure they *“do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy”*.
- ☐ Given the maximum 1.26m height of the boundary wall, and the siting of both the host dwelling and adjacent no. 79 on a higher level to the highway, it is considered the proposed development would not unduly impact on the amenity of the occupants of neighbouring properties in accordance with policies DM1, the SPD and the NPPF.

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 proposed development consists of a front driveway with two off-street parking spaces, which accords with the maximum standard set in Appendix 5.
- ☐ As assessed by the Highways representatives, the driveway lack adequate internal turning space for vehicles. However, given the presence of existing front driveways without turning facilities in adjoined no. 75 and other properties along Lake Bank, the proposed development is considered acceptable.

- ☐ The proposed retaining wall would broadly comply with the Highways Engineer's comments in respect of the maximum height of the wall set adjacent to the highway and would preserve highway and pedestrian safety in this respect.
- ☐ As assessed by the drainage officer, the driveway hardstanding is constructed from angular gravel, which is considered to provide a semi-permeable/permeable surface material. In addition, it is considered the proposed driveway would not result in unacceptable levels of gravel shedding onto the footpath and highway.
- ☐ The proposed parking arrangements are therefore acceptable in accordance with policies T2 and DM1.

Recommendation: Grant subject to the following conditions

1. The permission relates to the following plans:

- ☐ Location Plan and Site Plan – TP001-001
- ☐ Existing and Proposed Site Plan – TP001-004 Rev. 2
- ☐ Existing and Proposed Front Elevations – TP001-002 Rev. 2
- ☐ Existing and Proposed Side Elevations – TP001-002A Rev. 2

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.

Article 35 Statement

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively to issue the decision without delay.

	Date	Officer
Report Completed	22/12/2022	Signed: SY
Authorisation	22/12/2022	Signed: RK

Report Author Sam Yuen