

Application Number:	23/00416/HOUS
Location:	134 Queensway Rochdale OL11 1TP
Proposal:	Application for dropped kerb together with boundary treatments to front garden area to extend existing hardstanding
Applicant:	Muhammad Minhas
Case Officer:	Chelsea Petrillo
Recommendation:	Grant subject to conditions

DELEGATION	Applicant a Council Member or officer?	No
	Contrary to previous decision?	No
	Called in or Planning Panel objection?	No

COMMENTS	Planning Panel comments received?	No
	Neighbour comments received?	No

CONDITIONS	Pre-commencement conditions proposed?	No
	Pre-commencement conditions agreed (or notification period expired)?	N/A

Location

134 Queensway is a two-storey semi-detached dwelling located in the Balderstone and Kirkholt ward of Rochdale. Queensway itself is considered to be a very busy classified road with designated parking bays outside the rows of houses. The dwelling benefits from substantial front garden space, currently under present use as a designated driveway and a small patch of grass with approx. 1m hedges running along the common boundaries, with a low front boundary wall. The kerb located outside the driveway is currently informally used as it is not dropped for the use of the driveway.

Description of Proposal

Permission is sought to extend the existing hardstanding in order to create additional designated driveway space facilitated by the removal of a large portion of the existing grassed area. The extent of hardstanding will be increased from 4.7m to approx. 10m. The existing opening to the driveway will be widened by approx. 0.8m from 3.9m to 4.7m. The dropped kerb is proposed at 5.9m in length.

It is noted prior to the decision of this application, the applicant served notice to RBC Highways Dept. regarding the intent to submit an application which would include the provision of dropping the kerb at the proposed measurements.

Relevant History

None Applicable

Township/Member comments

None Applicable

Consultee responses

Highways and Engineering

Queensway is a very busy classified road (A664) and a specific requirement of access from a private driveway onto a classified road is that vehicles must be able to enter and leave in forward gear, this requires adequate internal turning space for a family sized car. The arrangements as shown on the submitted plans does not have adequate internal turning space which means that cars are likely to reverse in or out of the property onto the classified road which would be contrary to current requirements. The property does appear to have enough space to provide turning area but this would mean amendments to the submitted plans. It may be beneficial if the proposed turning area was changed to accommodate parking and the proposed parking area was used for turning. If these amendments could be accommodated and supported by swept path analysis then Highways may support this element of the application.

We also note that it appears that the existing vehicular access will be widened and that currently no vehicle access crossing exists within the footway which will be required. These changes to the adopted highway will require the permission of the Council as highway Authority and must be in place prior to the development being brought into use.

Changes to the existing boundary wall may also be required which we can accept provided there is no change to its current height and that any gates proposed do not open out onto the highway.

Following the consultation response, the plans were revised in line with these comments received to reconfigure the internal layout of the driveway to conform to highways advice. An updated swept path analysis diagram was also obtained to show internal arrangements for the two required designated car parking spaces. As it was assumed the 10.8m required space (4.8m for the parking space and 6m for reversing space) could not be shown as definite due to slight discrepancies between O/S maps and submitted plans, it was determined by highways that in reality, the shortfall of this would be marginal therefore the application was suitable to be recommended for approval.

Representations

Letters of notification were sent to surrounding neighbours. No public comments were received regarding the application.

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

In line with the consultation response from the RBC Highways Dept. the proposed site plans were revised to reconfigure the internal layout of the manoeuvring arrangements and to include a swept path analysis diagram in order to satisfy highways requirements. Given the submitted swept path analysis only shows manoeuvre arrangements for one vehicle for a dwelling where highways would require two designated car parking spaces, an updated analysis diagram was received showing arrangements for two vehicles.

Further amendments were sought to solve a minor discrepancy between the plans so they were consistent in showing the same extent of works across all plans.

Assessment

Design: DM1 and P3

Policy DM1 of the Adopted Core Strategy states new developments will be expected to demonstrate that they "Are of high quality design and take the opportunity to enhance the quality of the area;"

With reference to the current street scene along Queensway, it should be noted that driveways to the front gardens are a common feature. In principle, to extend the existing driveway is not considered to present any additional visual harm given the impact to the visual amenity of the dwelling will be minimal. The extending of the gateway by 0.8m is not considered visually harmful given the amendment would be minor providing the rebuilt wall stands at the same height as that existing.

The loss of the small patch of green space sited in the front garden is not considered to be unacceptable given the area is not heavily verdant in its existing character. Additionally, it should be noted numerous surrounding dwellings have also sought to remove this small patch of land to create additional hardstanding therefore to resist a similar approach at 134 Queensway would not be viable.

It is acknowledged many of the driveways are not facilitated by a dropped kerb to the pavement in front of the dwellings however, to drop the kerb is not considered to appear incongruous in this location as many dwellings have sought to drop the kerb to actively make better use of these driveways.

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

Highways and Parking: DM1 and T2, Appendix 5

Policy DM1 of the Adopted Core Strategy requires new development to "Provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location;"

Appendix 5 of the Adopted Core Strategy maximum car parking standards requires a maximum of two spaces per dwelling for those located outside of the town centre. As the proposal seeks to increase parking availability at the property which would be in compliance with the required two designated car parking spaces, the proposal would comply with Appendix 5 and be acceptable in this regard.

In line with comments received from the highways officer, the new proposed layout ensures sufficient space is used for designated turning internal space in which the occupiers can adequately manoeuvre in and out of the driveway in a forward gear. The widening of the entry face between the front boundary columns would ensure the occupiers can safely enter and leave the premises with sufficient space in a forward gear.

The addition of the dropped kerb would formalise the use of the driveway, to be approved by the RBC Highways Dept.

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. This permission relates to the following plans:-

- LOCATION PLAN
- REV 1 PROPOSED SITE PLAN
- REV 3 PROPOSED DROP KERB

and the development shall be carried out in complete 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, the saved Rochdale Unitary Development Plan 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.

Informative

The proposed drop kerb hereby granted planning permission also requires a dropped kerb agreement with the Local Highways Authority prior to the development being brought into use. The applicant should contact The Highways Authority prior to commencing works.

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	03.07.2023	Signed: CPetrillo
Authorisation	06.07.2023	Signed: TH

Report Author Chelsea Petrillo