

ITEM 1

Application Reference	DC/064525
Location:	120 Stockport Road Edgeley Stockport SK3 0JB
PROPOSAL:	Outline application (seeking approval of all matters apart from 'appearance') for the erection of an apartment block of 10 No. 2 bed apartments and associated car parking.
Type Of Application:	Outline Application
Registration Date:	07.03.2017
Expiry Date:	06.06.2017
Case Officer:	Pippa Brown
Applicant:	DOM Properties Limited
Agent:	Mr N Baxter

DELEGATION/COMMITTEE STATUS

Central Stockport Area Committee decision – called up by Cllr Harding.

DESCRIPTION OF DEVELOPMENT

This application submitted in outline seeks approval of details of 'access', 'layout', 'scale' and 'landscape' with details of 'appearance' reserved for subsequent determination, so it should be noted that the elevations and floor plans are indicative only.

The proposed development comprises of 10 x 2-bed flats located within a three storey block positioned at the junction of Stockport Rd and Kent Rd and accessed from Stockport Rd, with associated car parking (10 spaces including 1 disabled space) accessed from Kent Rd and landscaping surrounding.

The number of dwellings proposed has been reduced from 12 during the application process to strike an appropriate balance between the number of units, the number of car parking spaces and communal amenity space standards.

SITE AND SURROUNDINGS

The site is located at the junction of Stockport Rd and Kent Rd. It has been vacant and clearer for a number of years and its last known use was as a petrol filling station. Ground levels fall broadly from south to north and east to west by around 1m.

To the west, east and south of the site are predominantly traditional two storey terraced and semi-detached properties either positioned at the back of pavement of

set back from the street. To the north is a three storey block of flats with a hipped roof and associated parking beyond which is a park.

There have been outline planning approvals for 12 flats on the site in the past (over 10 years ago) but these have now expired.

POLICY BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications/appeals to be determined in accordance with the Statutory Development Plan unless material considerations indicate otherwise.

The Statutory Development Plan includes:-

- Policies set out in the Stockport Unitary Development Plan Review (SUDP) adopted 31st May 2006 which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004; &
- Policies set out in the Stockport Local Development Framework Core Strategy Development Plan Document (CS) adopted 17th March 2011.

N.B. Due weight should be given to relevant SUDP and CS policies according to their degree of consistency with the National Planning Policy Framework ('NPPF') issued on 27th March 2012 (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given); and how the policies are expected to be applied is outlined within the Planning Practice Guidance ('PPG') launched on 6th March 2014.

Saved policies of the SUDP Review

EP1.7 Development & Flood Risk
EP1.10 Aircraft Noise
L1.1 Land for Active Recreation
L1.2 Children's Play

LDF Core Strategy/Development Management policies

CS1 Creating Sustainable Communities
SD3 Delivering the Energy Opportunities Plan
SD6 Adapting to the Impacts of Climate Change
CS2 Housing Provision
CS3 Mix of Housing
CS4 Distribution of Housing
H1 Design of Residential Development
H2 Housing Phasing
H3 Affordable Housing
CS8 Safeguarding & Improving the Environment
SIE1 Quality Places
SIE2 Provision of Recreation & Amenity Open Space in New Developments
SIE3 Protecting, Safeguarding & Enhancing the Environment

CS9 Transport & Development
CS10 An Effective & Sustainable Transport Network
T1 Transport & Development
T2 Parking in Developments
T3 Safeguarding & Capacity on the Highway Network

National Planning Policy Framework Conformity

The Planning Advisory Services' National Planning Policy Framework Compatibility Self-Assessment Checklist has been undertaken on Stockport's adopted Core Strategy. This document assesses the conformity of Stockport's adopted Core Strategy with the more recently published NPPF and takes account of saved policies from the Unitary Development Plan where applicable. No significant differences were identified.

Supplementary Planning Guidance

Supplementary Planning Guidance (Saved SPG's & SPD's) does not form part of the Statutory Development Plan; nevertheless it does provide non-statutory Council approved guidance that is a material consideration when determining planning applications.

Design of Residential Development SPD

National Planning Policy Framework

Paragraph 6 states: *"The purpose of the planning system is to contribute to the achievement of sustainable development"*.

Paragraph 7 states: *"There are three dimensions to sustainable development: economic, social and environmental"*.

Paragraph 11 states: *"Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise"*.

Paragraph 13 states: *"The National Planning Policy Framework constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications"*

Paragraph 14 states: *"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking"*.

For decision-taking this means (unless material considerations indicate otherwise):

- *approving development proposals that accord with the development plan without delay; and*
- *where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*

- i) *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
- ii) *specific policies in this Framework indicate development should be restricted”.*

Paragraph 17 states: *“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should:*

- *be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency;*
- *not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;*
- *proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;*
- *always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;*
- *take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;*
- *support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);*
- *contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;*

- *encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;*
- *promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);*
- *conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;*
- *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and*
- *take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs”.*

Paragraph 187 states “*Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area”.*

Paragraph 196 states “*The planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. This Framework is a material consideration in planning decisions”.*

Paragraph 197 states “*In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development”.*

Paragraph 215 states “*.....due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)”.*

RELEVANT PLANNING HISTORY

Planning Application No: DC/020783

Address: 120 Stockport Road, Stockport, Cheshire, SK3 0JB

App Type: Outline Planning Permission

Proposal: Erection of 12 2 bed apartments

Final Decision: Grant

Decision Date: 09/11/2005

Planning Application No: DC/018358

Address: Land at 120 Stockport Road, Stockport, Cheshire, SK3 0JB

App Type: Outline Planning Permission

Proposal: Outline application for the erection of twelve apartments

Final Decision: Grant

Decision Date: 18/03/2005

Planning Application No: DC/016725

Address: Land at 120 Stockport Road, Stockport, Cheshire, SK3 0JB

App Type: Outline Planning Permission

Proposal: Erection of three storey block to form 18 two-bedroomed apartments

Final Decision: Refuse

Decision Date: 03/12/2004

Planning Application No: J/53910

Address: ELF PETROL FILLING STATION 120 STOCKPORT ROAD CHEADLE H

App Type: Advertisement

Proposal: Signs.

Final Decision: Grant

Decision Date: 03/10/1991

NEIGHBOUR'S VIEWS

The owner/occupiers of neighbouring properties have been notified by letter and the proposal has been advertised by way of site and press notices.

To date three objections have been received as follows:

5 Cecil Court, Kent Rd:

I am most concerned about Item 14 – Existing Use – which states the land is not contaminated. Unless the soil has been tested recently I find it very hard to believe the site is safer and on the application it states the site was vacated on the 1/1/2014 (if I read it right), in fact the petrol station was removed several years before that date and earlier with regard to the proposed build ten parking spaces for 12 2-bed apartments means several unlucky residents could find parking difficult. The ratio of apartments to parking spaces does not seem to right.

95 Stockport Rd:

I am very pleased that, at very long last, something is to be done with this eyesore site!

My property is almost directly opposite, and I am perfectly happy with the proposed visual aspect of the design.

My only concern is that there are only 10 parking spaces planned for 12 x 2-bed flats. With most households having at least two cars these days, plus possible visitors, surely we should be looking for a minimum of 25 spaces?

On the opposite side of Stockport Road from the site, we already have major problems with parked cars, in that the houses have only space for one car outside, yet many households have two and even three vehicles, with the result that St.

Augustine's Road, Sussex Road, and Hythe Road, are already crammed both sides with cars on evenings and weekends, many of them belonging to Stockport Road residents, and there really is nowhere for any more cars from this development if there is insufficient space on site.

(Unless the Council is willing to convert the "Dogs' toilet" green space opposite Sussex Road into a car park!)

1 Cecil Court, Kent Road:

This proposal has been overwhelmingly rejected once before by majority of residents. I am surprised to see that this application has been put forward once again. I would like to express my objections to this proposal again on the following grounds:

- A. Creating inadequate car parking space.*
- B. Increased traffic, and associated noise and pollution.*
- C. Difficulties to gain deliveries/collections access to building.*
- D. Decreased natural day light.*
- E. lack of privacy etc.*

I trust you will kindly consider the above objections, and take long term public interest into account.

CONSULTEE RESPONSES

United Utilities

Should this planning application be approved, the applicant should contact United Utilities on 03456 723 723 regarding connection to the water mains or public sewers.

General comments

It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development. United Utilities offers a fully supported mapping service and we recommend the applicant contact our Property Searches Team at Property.Searches@uuplc.co.uk to obtain maps of the site.

Due to the public sewer transfer, not all sewers are currently shown on the statutory sewer records, if a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

Supporting information

United Utilities wishes to draw attention to the following as a means to facilitate sustainable development within the region.

Site drainage

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the following drainage options in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

The comments made in this letter regarding site drainage reflect this approach.

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of Sewers for adoption and United Utilities' Asset Standards. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

Justification for Pre-commencement condition

If a 'Pre-commencement' condition has been requested in this correspondence, please consider the following information as justification of this request.

In accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 Part 6, we have been asked to provide written justification for any pre-commencement condition we may have recommended to you in respect of surface water disposal.

The purpose of the planning system is to help achieve sustainable development. This includes securing the most sustainable approach to surface water disposal in accordance with the surface water hierarchy.

It is important to explain that the volume arising from surface water flows can be many times greater than the foul flows from the same development. As a result they have the potential to use up a significant volume of capacity in our infrastructure. If we can avoid and manage surface water flows entering the public sewer, we are able to significantly manage the impact of development on wastewater infrastructure and, in accordance with Paragraph 103 of the NPPF, minimise the risk of flooding. Managing the impact of surface water on wastewater infrastructure is also more sustainable as it reduces the pumping and treatment of unnecessary surface water and retains important capacity for foul flows.

As our powers under the Water Industry Act are limited, it is important to ensure explicit control over the approach to surface water disposal in any planning permission that you may grant.

Our reasoning for recommending this as a pre-commencement condition is further justifiable as drainage is an early activity in the construction process. It is in the interest of all stakeholders to ensure the approach is agreed before development commences.

Further information regarding Developer Services and Planning, can be found on our website at <http://www.unitedutilities.com/builders-developers.aspx>.

GMAAS

Thank you for consulting GMAAS on this scheme. Historic mapping shows several early buildings on this site relating to Roundthorn (HER 1407). However, the construction of the late 20th century garage and landscaping associated with the demolition of the garage will have removed most of the potential archaeological interest. Therefore GMAAS are satisfied that archaeological mitigation is not required for this site.

Planning Policy (Housing)

The site is a brownfield site located within a Predominantly Residential Area which previously benefitted from permission for residential development which has now expired. The site is not within the first two spatial priority areas for housing location as set out in Policy CS4 (Distribution of Housing) of the Core Strategy. However, the Council is currently in a position of housing under-supply with 3.8 years of supply against a requirement in national policy for at least 5 years plus a buffer. In such situations Policy H2 (Housing Phasing) of the Core Strategy allows for housing development on sites which meet the Council's accessibility criteria. In this case the site scores around 68, which exceeds the current minimum score of 45 for flats. Consequently, the proposal meets the locational requirements of Core Strategy Policies CS4 and H2, as well as adding to the housing supply in line with Core Strategy Policy CS2.

Under Core Strategy Policy H3, the threshold for affordable housing provision in this area is 15 units or more and therefore there is no requirement for any such provision through the proposed scheme.

Highways Engineer

ORIGINAL LAYOUT – I have reviewed this application and have a number of concerns:

- The provision of 10 parking bays to serve 12 properties is not likely to meet the realistic demands of the site and will therefore be likely to give rise to overspill parking concerns. This would cause risk to highway operation and safety should parking occur too close to the Stockport Road junction and/or on Stockport Road and is not acceptable. Whilst this matter can and should be addressed by the implementation of Traffic Regulation Orders which the applicant would reasonably be expected to cover the cost it does not overcome the fact that is potentially insufficient parking within the site.

Furthermore this would cause a significant impact on other properties on the street with increased pressure for street parking space in an area which is already heavily parked.

- My view is that parking provision at a ratio of 100% (inc. one space disabled compliant) is the minimum I can support in this circumstance, whether this is achieved by increased provision or reduced development is a matter for the applicant to consider.
- Parking bay 1 on the drawing is unacceptable given its proximity to the site boundary and no realistic control over visibility to and for emerging drivers. The bay would need to be offset a minimum of 1m from the boundary.
- The provision of two access points materially affects and reduces the potential for kerbside parking, which doesn't assist the cause when parking space in the area is at a premium.
- The cycle store is substandard in terms of size and inadequate to house 12 cycles, noting 100% provision is the minimum acceptable. This needs revision and I have attached a guidance document which may assist.
- A walkway is required between the building front door and the parking and cycle storage areas.

Whilst I feel there is potential for revisions to the proposal, as submitted I am not able to support the application as the likely overspill parking that will arise will give rise to an adverse effect on highway operation and safety, which is counter to Policies T-2 and T-3 of the Core Strategy.

REVISED LAYOUT - I made some comments on this proposal on 27 April and since then a number of revisions have been received. The latest drawing TPS/005-C RevB shows the number of properties reduced to 10 and amendments to the parking and external space.

The proposal is for an apartment block with 10 units and 10 parking bays. The site is situated within an accessible location having regard to the Council's assessment criteria and is considered appropriate for residential development. The layout has been amended and now affords a safe means of access, parking for 10 vehicles including one disabled bay, pedestrian connectivity, cycle parking and bin storage.

I am satisfied that the provision of 10 parking bays to serve 10 properties is likely to meet the realistic demands of the site and will not therefore be likely to give rise to overspill parking concerns. Parking provision at a ratio of 100% is very similar to the surrounding area and there is a strong evidence base that this will be sufficient for development purposes in this location.

Recommendation: No objections.

RELEVANT CONDITIONS / INFORMATIVE

No part of the development hereby approved shall be occupied until the site access has been constructed including the provision of pedestrian visibility splays in accordance with the approved drawing and is available for use. No structure, object,

plant or tree exceeding 600mm in height shall subsequently be erected or allowed to grow within the visibility splays and the access shall be retained for its intended use at all times thereafter.

Reason: In order that the site will benefit from safe and practical access arrangements in accordance with Policies SIE-1 'Quality Places', CS9 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

No development shall take place until a pre-condition survey of the Kent Road and Stockport Road footways fronting the site together with a drawing outlining a scheme of works to reconstruct or resurface the footways following completion of the development in the event that the footways have been affected through the construction of the development, has been submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing with the Local Planning authority no part of the development shall be occupied until any part of the footways that have been affected through the construction of the development (which shall be identified by means of a second survey to be carried out following completion of the development) has been reconstructed or resurfaced in accordance with the approved drawing.

Reason: In order to ensure that there are safe and high quality pedestrian facilities adjacent to the site and ensure that development can be accessed in a safe manner in accordance with Policies SIE-1 'Quality Places', CS9 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

No gate or other means of obstruction shall be erected across the vehicular access that serves the approved development at any time.

Reason: In order to ensure that vehicles can enter and exit the site unhindered so that they are not required to stop of the highway and therefore be a threat to highway safety and / or affect the free-flow of traffic in terms of Policies SIE-1 'Quality Places', CS9 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

No works to the car park and access area shall commence until details of its construction, surfacing, drainage, marking out and any lighting have been submitted to and approved in writing by the local planning authority. No part of the approved development shall be occupied until the car parking facilities have been provided in accordance with the approved drawings and are available for use. The car parking facilities shall thereafter be retained and shall remain available for use.

Reason: To ensure that adequate parking facilities are provided and that they are appropriately located and are of a safe and practical design, in accordance with Policies SD-6 'Adapting to the impacts of climate change', SIE-1 'Quality Places', T-1 'Transport and Development', T-2 'Parking in Developments' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

The development hereby approved shall not be occupied until a covered and secure cycle store for a minimum of 10 cycles has been provided in accordance with details that have previously been submitted to and approved in writing by the local planning authority. The facility shall then be retained and shall remain available for use at all times thereafter.

Reason: To ensure that safe and practical cycle parking facilities are provided so as to ensure that the site is fully accessible by all modes of transport in accordance with Policies CS9 'Transport and Development', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

No development shall take place until a method statement detailing how the development will be constructed has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include details on access arrangements, turning and manoeuvring facilities, material deliveries, vehicle routing to and from the site, traffic management, signage, hoardings, scaffolding, where materials will be loaded, unloaded and stored, contractor parking arrangements and measures to prevent the discharge of detritus from the site during construction works. The development of the site shall not proceed except in accordance with the approved method statement.

Reason: To ensure that the approved development is constructed in a safe way and in a manner that will minimise disruption during construction, in accordance with Policy T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

Informative:

The applicants attention is drawn to the need to seek approval under the Highways Act 1980 from the Highways Maintenance Section (telephone 0161 217 6111) regarding the construction of the site access and any reconstruction/resurfacing work to the footway prior to works commencing on site.

Planning Policy (Open Space)

The proposal seeks outline permission (will all matters reserved apart from appearance) for the erection of an apartment block of 12 No. 2 bed apartments and associated car parking. The proposal is located at 120 Stockport Road, adjacent Kent Road, Edgeley.

Green Infrastructure

Green Infrastructure is defined as a 'network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities'.

The elevation plans and Design and Access statement do not demonstrate how green infrastructure is being incorporated in the appearance of the development. It is advised that opportunities are sought to incorporate Green Infrastructure into the scheme by way of green roofs and walls etc. The detail of which could be achieved by way of an appropriately worded condition in terms of the 'appearance' of the development. The further detail submitted at the reserved matter stage should demonstrate how green infrastructure has been incorporated into the landscape and layout of the scheme etc. The policy position for green infrastructure is set out below. Paragraph 109 of the NPPF sets out that the planning system should contribute to and enhance the natural and local environment by 'recognising the wider benefits of ecosystem services'.

Core Strategy Policy CS8 'Safeguarding and Improving the Environment' emphasises that development is designed and landscaped to a high standard which makes a positive contribution to the ...natural environment and that the council will work with developers to develop and enhance a network of multifunctional Green Infrastructure.

Dev Man Policy SIE 1 'Quality Places' sets out that development should be designed and landscaped to the highest contemporary standard paying high regard to the natural environment, within which it is cited. Incorporating GI into development schemes also contributes to addressing key issues such as climate change.

Dev Man Policy SD6 from the Core Strategy 'Adapting to the Impacts of Climate Change' sets out that positive consideration will be given to development that takes into account the 'urban heat island' effects, particular within the urban area of the borough . Such measures include:

- Provision of appropriate green cover (shaded green space and tree cover)
- Provision of green roofs, walls and boundaries
- Water features such as lakes, ponds, fountains and watercourses

The Supplementary Planning Document on 'Sustainable Design and Construction', April 2012 is a material consideration in assessing planning applications and explains the benefits of incorporating GI into development schemes, please refer to the link below;

<http://www.stockport.gov.uk/2013/2994/developmentcontrol/planningpolicy/LDF/SPD/susdesconspdpdf>

A landscaping scheme should be submitted as part of the reserved matters application, which will maximise benefits to biodiversity and wider issues such as flood management and climate change. It is considered this could be achieved through incorporating more Green Infrastructure into the design, by way of green roofs and green walls etc. It is advised that the trees bordering the site be retained as they contribute to the aesthetics of the site and provide related biophilia benefits to the local community.

Children's Play Recreational Provision

A per Dev Man Policy SIE 2 from the Core Strategy, residential development is required to include for provision for recreational and amenity open space to serve the occupants. The amount of on-site provision /offsite commuted to be provided is based on the number and type of housing to be provided.

The detail of this is not known at this stage because the proposal is at an outline stage and the housing number and type could change. It is therefore advised that a legal agreement be put in place to ensure a commuted sum will be sought to cater for the children's and formal play provision needs of the residential development , this will be based on the formula in the Recreational Open Space Provision SPG.

Environmental Health (Pollution Prevention)

I do not object to the above development.

Condition 1

Development to be undertaken in line with Noise report carried out by Peak Acoustics report number LH0602172NR issued 1st march 2017.

Note

Construction hours

Monday-Friday 07.30-18.00

Saturday 08.00-12.30

Sunday/Bank Holiday no noisy working audible beyond the boundary.

Environmental Health (Contaminated Land)

Could I request the following conditions for the decision notice; CTM1-3.

GMP

Thank you for the opportunity to comment on the above application. Having looked at the proposals Greater Manchester Police can confirm that due to the size and nature of this proposal we would recommend that when the applicant is applying for the layout to be considered that a full Crime Impact Statement (CIS) report should be submitted in order to show how crime has been considered for the proposal and the surrounding area.

We would have no objections to the application at outline stage.

Planning Policy – Sustainability

The proposed achievement of Code for Sustainable Homes Level 3 does not, unfortunately, deliver Stockport's Core Strategy Policy SD3 carbon reduction target (a minimum 40% reduction over 2006 Part L, equivalent to a 13% reduction over 2013 Part L). Indeed Code Level 3 was equivalent to Part L 2010 and therefore would not achieve the current Part L Building Regulations for 2013. Code Level 4 would exceed Stockport's minimum carbon reduction target for domestic developments by some 4% whilst complying with Part L 2013.

The following information should be provided either in an email or a revised energy statement to ensure compliance with Stockport's Core Strategy Policy SD3:

☐ Confirmation that the design will deliver a minimum 13% improvement over 2013 Part L – this can be achieved through design specification such as achieving Code for Sustainable Homes Level 4.

With regards to the other element of the policy requirement around consideration of all low / zero carbon options for the site, whilst the submitted energy statement is broadly compliant, the following information should be noted by the applicant for later stages of planning applications and reflected in later energy statements:

☐ Biomass – the site has space for a biomass system and fuel storage for the apartments but could be discounted on grounds of costs which are estimated to be in the region of £90K including fuel storage capacity (however income generation from

the RHI could be obtained by the site owners). The cost is estimated using EST minimum unit costs (£4.3K per dwelling) multiplied by the number of flats (minus 10% for bulk purchase) and adding a broad cost for storage design and construction (estimated at @ £40K).

□ Air Source Heat Pumps could be used on the site with units housed on the roof or in the grounds. Any claims of noise issues need to be backed up with information on decibel levels and it should be noted that most modern ASHPs are designed with insulation to abate noise. In terms of costs ASHP might be discounted quoting minimum unit costs of around £7K rising to £11K depending on specification (source: EST).

Director of Public Health

Sustainable Transport

Any comments made and conditions proposed by the Council's Highways Engineer are critical to enabling the use of sustainable (and active) travel modes in and around this development and are fully supported by representatives of the Public Health and Transport Policy teams. In particular from a public health perspective, it is felt that delivery of cycle parking according to policy requirements is critical, as well as recognition of wider potential links to cycle and pedestrian routes, especially the Trans Pennine Trail including new links to TPT being developed on nearby sites such as Aurora Business Park at Gorsey Bank. In particular this route would provide an off road access by foot or bike to Stockport town centre or East Didsbury, including the Metro Link Station.

In addition links to public transport opportunities, such as local bus routes, rail stations and future opportunities for Metro which are all within reasonable walking or cycling distances should be promoted within the new development. This would also enable active travel access to Stockport rail station and sustainably accessible supermarkets. The bus routes and stops directly outside the site (Routes 309 and 213) could be publicised as part of the new development. A noticeboard inside the foyer of the building could inform residents of the options.

Promoting active travel (which includes sufficient infrastructure for active travel modes) contributes to management of good public health in the Borough, especially healthy weight. Stockport's Public Health [Joint Strategic Needs Assessment](#) data shows that 74% of adults in the Borough are not active enough. In addition, 13.4% of reception children (4/5 year olds) and 30.5% of Year 6 children (10/11 years old) are overweight or obese. Also, only 13.6% of 15 year olds in Stockport meet the Chief Medical Officer's minimum physical activity recommendations of at least 1 hour moderate to vigorous exercise per day which could be contributed to by walking or cycling to access education or social events. Development should reflect the fact that the built environment can have major impacts on residents' ability to be active. Active environments help to ensure a healthier local work force whilst benefiting the Borough's economy and environment. In addition an appropriately designed built environment can contribute to reducing social exclusion, as well as helping cyclists and pedestrians.

Open Space

Comments made by the Council's Technical Policy & Planning Officer responsible for open space contributions (including children's play) should be taken into

consideration from a public health perspective. Child obesity levels in the Borough remain higher than the previous decade. Achieving healthy weight in the population reduces risks of other lifestyle diseases such as hypertension, coronary heart disease and stroke. Reducing risks of such diseases also reduces pressures on current and future public sector health budgets (Stockport's JSNA).

Green Infrastructure

The summertime comfort and well-being of the urban population has become increasingly compromised. In contrast to rural areas, where night-time relief from high daytime temperatures occurs as heat is lost to the sky, the urban environment stores and traps heat. This urban heat island effect is responsible for temperature differences of up to 7 degrees (Centigrade) between urban and rural locations. The majority of heat-related fatalities during the summer of 2003 were in urban areas ([Designing urban spaces and buildings to improve sustainability and quality of life in a warmer world](#)).

This means that the retention and use of urban greening is critical to ensuring good public health, alongside benefits to biodiversity and wider issues of climate change including flood management. This site is close to Green Chain offering opportunities to replicate green chain benefits to the wider area. Consideration of trees and biodiversity are key to enabling public health benefits from green infrastructure enhancement as outlined above.

LLFA

Comments not received.

ANALYSIS

Policy Principle

The site is a brownfield site located within a 'Predominantly Residential Area' – as defined on the UDP Proposals Map, which previously benefitted from permission for residential development which has now expired. The site is not however within the first two spatial priority areas for housing location as set out in Policy CS4 'Distribution of Housing' of the Core Strategy. Nonetheless, the Council is currently in a position of housing under-supply with 3.8 years of supply against a requirement in national policy for at least 5 years plus a buffer. In such situations Policy H2 (Housing Phasing) of the Core Strategy allows for housing development on sites which meet the Council's accessibility criteria. In this case the site scores 88, which exceeds the current minimum score of 45 for flats. Consequently the proposal meets the locational requirements of Core Strategy Policies CS4 and H2, as well as adding to the housing numbers and mix in line with Core Strategy Policies CS2 and CS3. The residential use is therefore in principle considered acceptable.

Density

The density of the proposed development is 100 dwellings per hectare. Policy CS3 suggests that away from Town, District and Local Centres densities should gradually decrease first from over 70 dwellings per ha to around 50 dwellings per ha, then to 40. Although the site is not within a centre it is in a highly accessible location scoring

88 against the Council's accessibility matrix. Furthermore, the Council is in a position of undersupply with 3.8 years of supply against a requirement in national policy for at least 5 years plus a buffer. Arguably in circumstances such as this, higher densities are more appropriate subject to matters of amenity being considered acceptable. As such the density proposed is not viewed as conflicting with policy CS3.

Affordable Housing

The development is not of such a scale so as to necessitate the provision of affordable housing in this location. The application is therefore viewed as compliant with policy H3.

ACCESS/ SITE LAYOUT:

Highways

The revised layout indicates that car parking for 10 vehicles will be provided to the side/ rear of the block of flats and accessed from Kent Rd. The revised layout affords a safe means of access, parking for 10 vehicles (including one disabled bay) which equates to a ratio of 100%, pedestrian connectivity, and cycle parking and bin storage suitable for the number of dwellings proposed.

The Highways Engineer is satisfied that 10 spaces for 10 properties is likely to meet the realistic demands of the site and will not therefore be likely to give rise to overspill parking concerns as there is a strong evidence base that this will be sufficient for development purposes in this location.

In light of the Highways Engineer raising no objection - subject to the imposition of conditions - the application is viewed as compliant with the highways related policies.

Communal Amenity Space

The Council's Design of Residential Development SPD indicates that flats should be provided with communal amenity space. The starting point is 35sqm per 2 bed. The proposed flat block and parking area are surrounded by 400sqm of communal amenity space which exceeds the Council's standards of 350sqm for 10 x 2-bed flats, so the scheme is compliant with SIE1, H1 and the associated Design of Residential Development SPD.

Privacy & Amenity

In terms of the Council's standards, as outlined in the Design of Residential Development SPD, the application accords fully with the Council's standards in terms of its relationship to neighbouring properties such as the block of flats at Cecil Court, houses on Kent Rd and houses on the opposite side on Stockport Rd.

The one deviance from Council standards is that indicative plans show habitable room windows in the eastern elevation of the block facing no.104/ 104a Stockport Road. Firstly it should be noted that 'appearance' is a reserved matter for determination at that later stage. Nonetheless, to ensure compliance with Council

standards as the development progresses and to negate any impact in terms of overlooking of neighbouring occupiers such as no.104/ 104a – should the application be approved – a condition will be imposed requiring all windows above ground floor level in the eastern side elevation to be obscure glazed to 1.7m and non-opening below 1.7m. Should this condition be imposed the application will comply with SIE1, H1 and the associated SPD.

There is a compromise resulting from the revision of the layout to address the need to accommodate an adequate access and sufficient car parking, cycle parking and bin storage to serve the development, and that is that the development is 2.3m closer to the boundary with no.104 than that originally submitted. This will be partly negated by the block being positioned 1m closer to the back of pavement than the original submission and the block comprising 10 rather than 12 flats (noting that appearance is not being determined at this time). Although this relationship does not conflict with the Council's standards it is not ideal, however in the absence of an objection from nos.104/ 104a and when weighed against the competing demands, this issue is not considered sufficient to merit the withholding planning permission on this basis.

SCALE:

Although the immediate locality predominantly comprises of two-storey dwellings, three storey blocks of flats are not uncommon with one block positioned immediately to the north of the site. The introduction of a new 3-storey block of flats with the upper storey partially located within the roof-space will therefore not be unduly out of keeping in this locality and will also further enhance the mix of dwelling types in the locality. As such the proposals are viewed as compliant with SIE1 and H1 in this regard.

LANDSCAPING:

Although the applicant has applied for approval of 'landscape', a landscape design has not been provided with the submission. To ensure compliance with policies SIE1, SIE3, SD6 and H1 and to address the comments on Planning Policy in respect of green infrastructure, maximise benefits to biodiversity and flood management and climate change - should the application be approved – landscape details would need to be conditioned.

OTHER ISSUES:

Boundary Treatment, Bin & Cycle Stores, Levels & Lighting

Full details of boundary treatments/ other means of enclosure/ cycle and bin stores, finished levels and lighting can be secured by condition. The competing requirements of Highways, EHO and GMP will need to be carefully balanced in terms of highways safety, the amenity of future occupiers, site security and appearance.

Open Space Contributions

The application as originally submitted comprised 12 apartments. However the revised submission comprises 10. Tariff style commuted sums cannot be sought for developments of 10 or less dwellings at the current time.

Drainage

Ensuring that the development accords with the Council's planning policy regarding foul and surface water drainage (policy SD6) and the comments of United Utilities can be secured by condition, should the application be approved. It should be noted that to date no comments have been received from the LLFA in respect of this application.

Contaminated Land

The EHO (Contaminated Land) raises no objection to the application subject to conditions requiring the submission and approval of an investigation and risk assessment into contamination at the site, and suitable remediation (if necessary). Consequently the application is viewed as complying with policy SIE3 in this regard.

Pollution Prevention

The EHO (Pollution Prevention) raises no objection subject to the noise report being conditioned and construction hours being limited. The latter should help reduce the impact on the amenity of neighbouring occupiers during the construction phase. Consequently the application is viewed as complying with policy SIE3 in this regard.

Energy Efficiency

The application is in outline with 'appearance' reserved. Matters related to energy can satisfactorily be dealt with at reserved matters stage when a revised energy statement will be secured, to ensure compliance with policy SD3.

Crime Impact

A Crime Impact Statement was submitted following receipt of GM Police comments. GMP have not subsequently provided revised comments. The CIS however does not raise any issues that merit refusal of the application and the revised site layout addresses a number of issues that the CIS raises. As such the application is viewed as compliant with policy SIE1 in this regard.

Summary - 'Sustainable Development'

Despite the concerns of local residents, the proposal is considered to represent sustainable development.

At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through decision-taking. Paragraph 7 of the NPPF establishes three dimensions to sustainable development – economic, social and environmental and Paragraph 8 indicates that these should be sought jointly and simultaneously through the planning system.

In this instance there are several benefits that weigh in support of the proposal, in particular the bringing of a long-term vacant, brownfield site into active use that will in turn make an improved contribution to the street-scene and the natural surveillance of the area, as well providing a welcome addition of 10 units to the housing supply in time of clear under-supply.

Conclusion/Reasons

In considering the planning merits against the NPPF as a whole the proposal represents sustainable development and therefore Section 38(6) of the Planning and Compulsory Purchase Act 2004 applies and requires that the application be granted subject to conditional control.

RECOMMENDATION

GRANT