

ITEM 1

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| Application Reference | DC/069687 |
| Location: | Land To The Rear Of Former Chapel House Public House Wellington Road North Heaton Chapel Stockport SK4 5AE |
| PROPOSAL: | Erection of 10 dwellings with access from Meadows Road |
| Type Of Application: | Full Application |
| Registration Date: | 26/07/2018 |
| Expiry Date: | 25/10/2018 |
| Case Officer: | Mark Burgess |
| Applicant: | Towerhouse Systems Ltd |
| Agent: | Steve Lamb |

DELEGATION/COMMITTEE STATUS

Heatons and Reddish Area Committee. Application referred due to receipt of more than 4 letters of objection.

DESCRIPTION OF PROPOSED DEVELOPMENT

Full planning permission is sought for the erection of 10 no. dwellinghouses at the site, with associated parking and landscaping and a new access taken from Meadows Road to the North East. The proposed development would comprise five variations of house type :-

- House Type A1 : 4 no. four bedroomed semi-detached dwellinghouse over three floors. Width of 5.9 metres, length of 9.9 metres and a maximum height of 10.0 metres. Proposed red brick walls, gable slate roof and metal clad dormers to front and rear.
- House Type A2 : 2 no. four bedroomed semi-detached dwellinghouses over three floors. Width of 5.9 metres, length of 9.9 metres and a maximum height of 10.0 metres. Proposed red brick walls and gable fronted slate roof.
- House Type A3 : 1 no. four bedroomed detached dwellinghouse over three floors. Width of 5.9 metres, length of 9.9 metres and maximum height of 10.0 metres. Proposed red brick walls and gable fronted slate roof.
- House Type B : 2 no. three bedroomed semi-detached dwellinghouses over two floors. Width of 5.5 metres, length of 10.1 metres and a maximum height of 8.8 metres. Proposed red brick walls and gable slate roof.

- House Type C : 1 no. three bedroomed detached dwellinghouse over two floors. Width of 6.1 metres, length of 8.7 metres and maximum height of 7.3 metres. Proposed red brick and timber clad walls and gable slate roof.

A new access road to serve the proposed development would be provided from Meadows Road to the North East and a total of 19 parking spaces would be provided within the site. The removal of all existing trees and vegetation on the site would be required to accommodate the proposed development.

The application is accompanied by the following supporting documents :-

- Design and Access Statement;
- Arboricultural Implications Assessment;
- Ecological Assessment and Inspection for Bats;
- Phase 1 Desk Study and Preliminary Contaminated Land Risk Assessment;
- Energy Statement;
- Crime Impact Statement.

The proposal has been amended since its original submission, in order to address issues raised by the Council Highway Engineer.

Details of the design and siting of the proposed development are attached to the report.

SITE AND SURROUNDINGS

The 0.25 hectare application is located to the rear of the former Chapel House Public House, between Wellington Road North and Meadows Road in Heaton Chapel. The site comprises a disused portion of hard surfaced car park that once served the Public House and overgrown shrubbery.

The site is directly adjoined to the North West by a car showroom with associated vehicle maintenance and servicing facility. To the North East and South East of the site is Meadows Road, a residential street of predominantly single storey bungalows. To the South West of the site is the former Public House building and a variety of two storey commercial and residential uses on Wellington Road North.

POLICY BACKGROUND

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

The Statutory Development Plan for Stockport comprises :-

- Policies set out in the Stockport Unitary Development Plan Review (saved UDP) adopted on the 31st May 2006 which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004; and

- Policies set out in the Stockport Local Development Framework Core Strategy Development Plan Document (Core Strategy DPD) adopted on the 17th March 2011.

The application site is allocated within a Predominantly Residential Area, as defined on the UDP Proposals Map. The following policies are therefore relevant in consideration of the proposal :-

Saved UDP policies

- EP1.7 : DEVELOPMENT AND FLOOD RISK
- L1.2 : CHILDRENS PLAY
- MW1.5 : CONTROL OF WASTE FROM DEVELOPMENT

Core Strategy DPD policies

- CS1 : OVERARCHING PRINCIPLES : SUSTAINABLE DEVELOPMENT - ADDRESSING INEQUALITIES AND CLIMATE CHANGES
- SD-1 : CREATING SUSTAINABLE COMMUNITIES
- SD-3 : DELIVERING THE ENERGY OPPORTUNITIES PLAN : NEW DEVELOPMENT
- SD-6 : ADAPTING TO THE IMPACTS OF CLIMATE CHANGE
- CS2 : HOUSING PROVISION
- CS3 : MIX OF HOUSING
- CS4 : DISTRIBUTION OF HOUSING
- H-1 : DESIGN OF RESIDENTIAL DEVELOPMENT
- H-2 : HOUSING PHASING
- H-3 : AFFORDABLE HOUSING
- CS8 : SAFEGUARDING AND IMPROVING THE ENVIRONMENT
- SIE-1 : QUALITY PLACES
- SIE-2 : PROVISION OF RECREATION AND AMENITY OPEN SPACE IN NEW DEVELOPMENTS
- SIE-3 : PROTECTING, SAFEGUARDING AND ENHANCING THE ENVIRONMENT
- CS9 : TRANSPORT AND DEVELOPMENT
- T-1 : TRANSPORT AND DEVELOPMENT
- T-2 : PARKING IN DEVELOPMENTS
- T-3 : SAFETY AND CAPACITY ON THE HIGHWAY NETWORK

Supplementary Planning Guidance and Documents

Supplementary Planning Guidance and Documents (SPG's and SPD's) do not form part of the Statutory Development Plan. Nevertheless, they do provide non-statutory Council approved guidance that is a material consideration when determining planning applications. Relevant SPG's and SPD's include :-

- RECREATIONAL OPEN SPACE PROVISION AND COMMUTED PAYMENTS SPG

- PROVISION OF AFFORDABLE HOUSING SPG
- DESIGN OF RESIDENTIAL DEVELOPMENT SPD
- SUSTAINABLE DESIGN AND CONSTRUCTION SPD
- TRANSPORT AND HIGHWAYS IN RESIDENTIAL AREAS SPD
- SUSTAINABLE TRANSPORT SPD

National Planning Policy Framework (NPPF)

The NPPF, initially published on 27th March 2012 and subsequently revised and published on 24th July 2018 by the Ministry of Housing, Communities and Local Government, sets out the Government's planning policies for England and how these are expected to be applied. The NPPF will be a vital tool in ensuring that we get planning for the right homes built in the right places of the right quality at the same time as protecting our environment.

In respect of decision-taking, the revised NPPF constitutes a 'material consideration'.

Paragraph 1 states *'The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied'*.

Paragraph 2 states *'Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise'*.

Paragraph 7 states *'The purpose of the planning system is to contribute to the achievement of sustainable development'*.

Paragraph 8 states *'Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives) :-*

- a) *An economic objective*
- b) *A social objective*
- c) *An environmental objective'*

Paragraph 11 states *'Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means :-*

c) Approving development proposals that accord with an up-to-date development plan without delay; or

d) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless :-

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*

ii. 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’.

Paragraph 12 states ‘.....Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local Planning Authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed’.

Paragraph 38 states ‘Local Planning Authorities should approach decisions on proposed development in a positive and creative way..... Decision-makers at every level should seek to approve applications for sustainable development where possible’.

Paragraph 47 states ‘Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing’.

Paragraph 213 states ‘existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, 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)’.

National Planning Practice Guidance (NPPG)

NPPG is a web-based resource which brings together planning guidance on various topics into one place (launched in March 2014) and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

RELEVANT PLANNING HISTORY

- DC025324 : Erection of ten family houses and associated car parking and access (Resubmission of application DC023589) : Granted – 25/04/07.
- DC023589 : Erection of ten three bedroomed houses and associated works and access : Withdrawn – 31/08/06.
- DC014391 : Erection of 10 flats over 2-storeys and associated car parking : Granted – 14/09/04.

NEIGHBOUR'S VIEWS

The owners/occupiers of surrounding properties were notified in writing of the application and the application was advertised by way of site and press notices.

Letters of objection from 43 separate properties have been received to the application. The main causes for concern raised are summarised below :-

Highway Issues

- The entrance to Meadows Road from Manchester Road forms a constricted U-bend which requires caution on entering and existing. Vehicles park at the junction, restricting views from vehicles and causing difficulty in anticipating oncoming traffic. This hazard would be greatly increased with the addition of 20 further vehicles.
- Would add to the significant hazards already caused by restricted space available for vehicles to turn. Is the turning circle from Meadows Road into the development accessible, taking account existing disabled parking areas and parking outside residents houses?
- It is not possible for two vehicles to safely pass with vehicles parked on Meadows Road and additional vehicles would add to the problem.
- Building materials can only enter and exit via Meadows Road which is dangerous and an accident waiting to happen.
- Access to the development should be off Wellington Road North. This would be an easier and shorter route. The access should be looked at again as it would make life better for current and future residents.
- 10 dwellings with owners, visitors and service vehicles would add to the volume of traffic. Significant increase in volume of traffic caused by 20 additional vehicles.
- Increased traffic would create more congestion exiting onto Manchester Road and would result in more congestion on Meadows Road, Weston Grove and Lynwood Grove.
- Existing properties on Meadows Road do not have designated parking spaces and residents and their visitors have to park on the road outside their houses.
- With a minimum of 2 cars per household, there is not enough parking provided within the development and overspill parking will be on Meadows Road.
- Proposal would add to existing parking problems on Meadows Road. Currently, there are many times of the day when the road is heavily parked, making it difficult for residents and service vehicles to use it and turn around.

- Elderly and disabled residents on Meadows Road needs access to their homes. Increased need for parking on Meadows Road would compromise access for the elderly and disabled community. There are a number of disabled spaces on Meadows Road which must remain.
- Are residents of Meadows Road expected to move their vehicles when machinery is delivered? Where will workers leave their cars/vans during construction?
- If permission is granted, assurances should be given that 'Residents Only' parking is established.
- Concerns how construction will be managed in terms of servicing and deliveries. Service vehicles already have problems due to limited access and the development will make a difficult situation an impossible one.
- Concerns that emergency vehicles, fire engines and ambulances will have difficulty or not be able to enter Meadows Road from Manchester Road due to parked cars.
- Meadows Road is a quiet, cobbled, no-through road with elderly and disabled housing at the end. Due to the cobbles, people currently drive slowly and safely.
- The majority of residents on Meadows Road are elderly and retired, some of whom are disabled and sick. Many residents have poor eyesight, hearing and mobility and have issues crossing the road. Residents need instant access to be available at all times. The proposed access would provide a threat to these residents.
- The new access, additional traffic and additional speeds on the road will result in further highway safety hazards to residents. It is only a matter of time before a major incident results.
- Meadows Road is already heavily used by current residents, visitors and service vehicles. The proposed access would present a risk to cars turning at the end of the cul-de-sac and be dangerous to pedestrians. The access path is used to access the adjacent fields, roads, bus stops, railway station shops and schools.
- Due to limited traffic, children are currently able to play and ride their bikes in the street, enabling a sense of community. Additional vehicles would cause a threat to the children and would impact on their safety.

Impact on residential amenity

- The site is located within a quiet backwater of Heaton Chapel.
- Overlooking and invasion of privacy.

- Overshadowing, loss of sunlight and impact on daylight. Existing solar panels would not be able to function.
- Increased noise pollution during construction and from additional cars. Effect on peace and quiet due to increased traffic. Residents would be loathed to replace original windows with UPVC double glazed units to minimise impacts.
- Increased air pollution, dirt and dust during construction and from additional cars. Negative impact on health and increase in breathing/asthma type conditions.
- Time period for work to be undertaken will make life a misery for residents.
- Impact on the safety of children who play in the area.

Impact on Visual Amenity

- The development is out of character and scale with the rest of Meadows Road, which are predominantly bungalows.
- Density far too high, especially in relation to the bungalows on Meadows Road
- The development would be unsightly.
- Development would be more acceptable if lower density and single storey.
- Previous owners of an adjacent bungalow on Meadows Road applied to install dormers, which was rejected. It appear that the Council has now changed its view on dormers, why the change of policy?
- Meadows Road is partly paved with setts, which is a feature of the road. The cobbles will be ruined by traffic and construction traffic. There has been maintenance work carried out on the paving and care will be needed to protect the surface during construction or it will be a waste of public money.
- Loss of trees which help drain away excess rainwater.

Inaccuracies and Omissions with the application

- The submitted details are incomplete, the application should not be considered in its present form and the Council would be failing in its duty to consider otherwise.
- No dimensions have been shown on the plans. How can a planning application be taken seriously without dimensions?

- The number of residential units and bedrooms referred to in the Design and Access Statement is incorrect.
- The type of bins proposed referred to in the Design and Access is incorrect.
- No Crime Impact Statement has been submitted.
- No statement by the Fire Brigade has been submitted.
- No statement has been submitted by the Council allied to road traffic issues.
- There are no reported issues of the compromises put forward by local residents to the applicant.

Other issues

- Who cares about Meadows Road residents and who will be responsible under the Human Rights Act? Please think of the residents, many of which have lived here most of their lives.
- The plans should be reviewed and reorganised so that the impact is minimal for residents on Meadows Road.
- Concerns that the development could lead to subsequent development with a further increase in traffic impacting all elements of the community negatively.
- The proposal raises a number of Health and Safety issue.
- Where will workmen facilities for WC and eating be sited? This should not be in Meadows Road.
- What percentage will be affordable housing, as there does not seem to be any?
- The public consultation event at the George and Dragon Public House was a shambles. There were too many people for the space, customers trying to eat and drink, difficult to look at plan, lack of copies of the plans, organisers were not easily identifiable, no presentation was made and the development was not explained. Raises concerns over the future organisation of the development.
- The scheme has changed since the public consultation event. Illustrations of the houses at the public consultation event were incomplete, as they are still now.
- Photographs of neighbouring properties were included within the Design and Access Statement without permission.

CONSULTEE RESPONSES

Highway Engineer

Comments of 22/10/18

The application is for a development of 10 dwellings served by a new access road that would be constructed off the end of an existing cul-de-sac. The site is in an accessible location having regard to the Council's assessment criteria and must be considered appropriate in principle for residential development. I am also minded of planning permission that was granted a number of years back for the same scale of development and whilst permissions have expired the fact that permission has previously been granted must carry weight in consideration of this proposal.

In terms of traffic generation there is no reason of justification to express concern with the proposal. Meadows Road is of a design that is suitable and capable of carrying additional traffic without operational or safety concerns and the junction with Manchester Road is capable of continued operation with additional vehicle movement also without concern.

As such, the principle of development is acceptable from a highway perspective. I do however have some concerns with the site layout that is proposed, noting the design of the access road is not reflective of the standards for a typical shared surface road. A shared surface modular constructed carriageway measuring 6.5m is required, thought given to the transition from formal to shared at the entrance and radii suitable for turning vehicles. A 500mm margin is required either side of the access road for reason of street lighting provision, overhang and maintenance. Whilst I feel that a suitable design can be achieved and delivered this will probably impact on the first plot on the right hand side after entry.

The road design is also likely to impact on parking area and driveway lengths, particularly the bank of spaces on the left hand side of the road and the driveways to the second and third properties on the right.

The turning area also appears substandard and I need to be satisfied that a typical sized Council refuse/recycling vehicle 11.1m in length can enter the site, turn and exit in a forward gear. Swept path analysis should be provided. I cannot accept refuse/recycling and other delivery vehicles having to reverse into or from the site due to the lack of a fit for purpose turning area.

In summary, the principle of this development is clearly acceptable but the detailed layout does not satisfy Council requirement and as a consequence could give rise to operational difficulty and safety concern for users. I consider the layout could be suitably revised so would urge a revised drawing is sought.

- Recommendation : Defer for revisions to submission.

Comments of 22/11/18, following receipt of amended plan

My comments follow my original consultation dated 22 October.

The application is for the construction of 10 dwellings on a redundant plot of land, with a new access road provided off the head of Meadows Road. The site benefit from planning consent for 10 dwellings in a similar arrangement in 2009 however this permission has lapsed.

The site is situated in a sustainable location where residents would enjoy convenient access to services, amenities and public transport and is considered appropriate for residential development.

In terms of traffic generation a development of this scale does not generate a level of traffic that will give rise to an unacceptable impact on highway operation and safety. Peak periods would see in the region of 4-5 trips generated by the site which is negligible. Meadows Road is of sufficient width to accommodate a modest increase in traffic without cause for justifiable concern and I am satisfied there is sufficient capacity in the junction with Manchester Road to accommodate additional vehicle movement. The junction operates within acceptable parameters and has no appreciable accident history and as such I see no reason to express concern.

The development will be served by a new shared surface access road that is designed and will be constructed to a standard considered suitable for adoption. Vehicle speeds will be very low, pedestrian traffic is reasonably and suitably catered for in the design and I therefore see no reason to express concern.

Nine of the dwellings will be provided with two parking spaces, one with a single space. This level of provision is acceptable in this location and is not likely to give rise to overspill highway parking. Each property will also have covered and secure cycle parking.

In conclusion I see no reason to express concern and I support the application.

- Recommendation : No objections, subject to the following conditions :-

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.

No work shall commence on the site access road and junction with Meadows Road until construction drawings of the junction and access road, which shall include the

following details, have been submitted to and approved in writing by the local planning authority :-

- (i) A general arrangement / layout, based on a topographical survey and to a scale not less than 1:500, showing all the carriageway, footway, shared space and visibility splays;
- (ii) A general site layout, showing the proposed buildings and boundaries, together with existing and proposed levels;
- (iii) Longitudinal sections along the centre line and channel lines of the access road and footway showing the existing ground level and proposed road / path level;
- (iv) Typical highway cross-sections, showing a specification for each type of carriageway and footway;
- (v) Full details of the surface water drainage proposals (including details of the main drainage system and any sustainable urban drainage or attenuation systems);
- (vi) Details of all proposed street lighting, signage, markings, structures and street furniture.

No part of the development shall be occupied (unless otherwise agreed in writing by the local planning authority) until the junction and access road have been constructed in accordance with the approved drawings and are available for use. Any visibility splays formed shall thereafter be kept clear of any structure, object, plant or tree exceeding the height specified on the approved drawings.

Reason: To ensure that the development will have an appropriately designed highway layout so that it can be safely accessed by pedestrians, cyclists and vehicles in accordance with Policies SIE-1 'Quality Places', 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 work shall commence on driveways and parking areas until details of the construction, drainage and surfacing of the approved driveways and parking areas have been submitted to and approved in writing by the local planning authority. No dwelling shall be occupied its driveway or parking area has been constructed in accordance with the approved drawings. The driveways and parking areas shall then be retained and remain available for use for parking at all times thereafter.

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

No dwelling shall be occupied until it has a long-stay covered and secure cycle parking facility that has been provided in accordance with details that have previously been submitted to and approved in writing by the local planning authority. The facilities shall then be retained and 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', T-2 'Parking in Developments' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

Informative

The applicant's attention is drawn to the procedure for enter into a Section 38 Road Agreement, under the Highways Act 1980 regarding the construction and future adoption of the proposed Access road. For further advice please contact Public Protection:Highway Design, telephone 0161 474 4824.

Arboricultural Officer

The proposed development is not within or affected by a conservation Area.

There are no legally protected trees within this site or affected by this development.

The proposed development footprint is shown or indicated at this time within the informal grounds of the existing site and it is assumed the proposed new developments will potentially impact on the trees and hedges within the site or neighbouring site as the development site is located in proximity of several trees on site and within the existing hard standing.

A full tree survey has been submitted as part of the planning application to show the condition and amenity levels of the existing neighbouring trees and where applicable which trees will have a potential impact on the proposed development, so any comments are based on this as it's a true representation of the trees on site and our professional judgements and information gathered. In addition the layout plan needs to fully consider the need for tree planting throughout the site to increase the amenity levels of the site with replanting of semi- mature trees and fruit trees in all rear gardens. Further specific consideration needs to be given to the potential benefit urban tree planting throughout the site to enhance the biodiversity, the amenity and the SUDs capacity through hard landscaped tree pits.

A detailed landscaping scheme has not been supplied as part of the planning application at this time so will need to be conditioned and further consideration to show enhancements of the site and surrounding environment to improve the local biodiversity and amenity of the area.

In principle the main works and design will have a negative impact on the trees on site, in neighbouring properties on all the boundaries, however it is acknowledged that the impact has been lessened to a minimal to allow a development and with appropriate landscaping it can be accepted.

In its current format it could be considered favourably as long as the proposal shows consideration has been given to the tree loss, which would need to be off-set the loss proposed, but it is not clear how this is going to be proposed as the current

landscape plan shows a limited level of replacement planting, however it can be conditioned.

It would require some consideration for the loss of the tree and how they intend to fully replace and enhance the local environment from the tree loss proposed and so would require the submission of a revised landscaping plan with full details as requested above justifying any impact on trees within proximity of the site and some consideration given to the existing trees in or around the site when designing the new improved landscaping design to include a greater number of new trees to improve the amenity and aesthetics of the site for users and making sure a percentage of these are native large species and fruit trees at every opportunity.

The following conditions would be relevant to any planning application relating to the site :-

Condition Tree 3

- No development shall take place until details of all proposed tree planting, including the intended dates of planting, have been submitted to and approved in writing by the local planning authority. All tree planting shall be carried out in accordance with the approved details prior to the development being brought into use.

Nature Development Officer

Further to your consultation on the above application, I have considered the submitted ecological information (Phase 1 Habitat Survey, Penny Anderson Associates, October 2017) and the proposal. I have the following comments to make :-

- The application site does not support any nature conservation designations or policy allocations for biodiversity (ie Green Chain).
- The survey report appears to have used reasonable effort to assess the site's habitats and its suitability to support protected species, including bat roosting.
- The site does not support habitats of substantive nature conservation value and the presence of protected or Priority Species has reasonably been discounted.
- The site supports several stands of the Invasive Non-Native Species (INNS) Japanese knotweed. This is a highly invasive species which is listed on Schedule 9 Wildlife & Countryside Act 1981 and it is an offence to cause the species to spread. It is also considered controlled waste (Environmental Protection Act 1990).
- There appears to be some contradiction between the Habitat Survey and the Tree Survey as poplar appears to be the only tree species recorded in the tree survey, but is not listed within the Habitat Survey. Anthony Crook (Senior Arboricultural Officer), will have more detailed comments to make on the status of this Report and the implications for trees.

- The level of detail provided in the surveys is in-line with Stockport's planning policy Development Management SIE-3; para 3.369. The application can now be forwarded for determination in respect of ecology with a number of conditions recommended.

Conditions

- A Control & Eradication Method Statement for Japanese knotweed is required to be submitted and implemented prior to commencement of any works on site including any vegetation clearance and earth moving. This statement should include details of identification & demarcation of stands, suitable control, containment or removal strategy, biosecurity measures for vehicles and machinery and a monitoring protocol for 5 years.
- No vegetation removal including undergrowth such as bramble should occur during the bird breeding season (March – August inclusive, Wildlife & Countryside Act 1981) unless it can be demonstrated by a suitably qualified person that no nesting birds are present.
- The Report indicates a number of potential biodiversity enhancements (section 5.8 – 5.13) in-line with the NPPF (March 2012) and Stockport's own policies (Core Strategy para 3.345). The numbers and locations are not specified. This detail should be included within the soft and hard landscaping proposals.
- Replacement planting is necessary in order to compensate for the loss of trees and scrub and should include locally native species. Again the location, size and specification of the species should be supplied via the landscape proposals.

Environment Team (Land Contamination)

Could I please request the CTM1-3 conditions :-

CTM1

- No development shall take place until an investigation and risk assessment into contamination at the site, in accordance with a scheme to be approved in writing by the local planning authority, has been carried out. The investigation and risk assessment shall include recommendations for remedial action and the development shall not be occupied until these recommendations have been implemented.

CTM2

- No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the specified use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme to be submitted shall specify but not be limited to :-the proposed remediation objectives and remediation criteria (ii) all remedial works to be undertaken including the quantities of materials to be

removed from and imported to the development site. (iii) the proposals for sourcing and testing all materials imported to the site including testing schedules, sampling frequencies and actual and allowable contaminant concentrations (as determined by appropriate risk assessment in accordance with the document "Model Procedures for the Management of Land Contamination" (CLR11)).

CTM3

- The development shall not be occupied until the approved remediation scheme required to be submitted by Condition XX has been carried out. Within six months of completion of remediation measures, a validation report assessing the effectiveness of the remediation carried shall be submitted to and approved in writing by the local planning authority. The report shall specify any further remediation measures necessary and indicate how and when these measures will be undertaken.

Drainage Engineer/Lead Local Flood Authority

No drainage information or drainage proposal submitted with the application.

Public Right of Way Officer

No comments made.

Director of Public Health

No comments made.

United Utilities

With regard to the above development proposal, United Utilities Water Limited ('United Utilities') wishes to provide the following comments.

- *Drainage Conditions*

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. We request the following drainage conditions are attached to any subsequent approval to reflect this approach :-

Foul Water : Condition 1

Foul and surface water shall be drained on separate systems.

Reason : To secure proper drainage and to manage the risk of flooding and pollution.

Surface Water : Condition 2

Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed in accordance with the approved details.

Reason : To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

The culverted watercourse that crosses the site is not a United Utilities Asset and contact should be made with the riparian owner who is responsible for the watercourse.

The applicant can discuss any of the above with Developer Engineer, Matthew Dodd, by email at wastewaterdeveloperservices@uuplc.co.uk.

Please note, United Utilities are not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river).

- *Management and Maintenance of Sustainable Drainage Systems*

Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. We therefore recommend the Local Planning Authority include a condition in their Decision Notice regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

For schemes of 10 or more units and other major development, we recommend the Local Planning Authority consults with the Lead Local Flood Authority regarding the exact wording of any condition. You may find the below a useful example.

Example condition :-

Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

Please note, United Utilities cannot provide comment on the design, management and maintenance of an asset that is not in our ownership and therefore should the suggested condition be included in the Decision Notice, we will not be involved in discharging this condition.

- *Water Comments*

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at DeveloperServicesWater@uuplc.co.uk.

Please note, all internal pipework must comply with current Water Supply (water fittings) Regulations 1999.

- *General comments*

Where United Utilities assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

A number of providers offer a paid for mapping service including United Utilities. To find out how to purchase a sewer and water plan from United Utilities, please visit the Property Searches website; <https://www.unitedutilities.com/property-searches/>.

You can also view the plans for free. To make an appointment to view our sewer records at your local authority please contact them direct, alternatively if you wish to view the water and the sewer records at our Lingley Mere offices based in Warrington please ring [0370 751 0101](tel:03707510101) to book an appointment.

Due to the public sewer transfer in 2011, not all sewers are currently shown on the statutory sewer records and we do not always show private pipes on our plans. If a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

- *Supporting information - Drainage*

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 detailed layout should be prepared with consideration of what is necessary to secure a development to an adoptable standard. This is important as drainage design can be a key determining factor of site levels and layout. 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.

Should this planning application be approved the applicant should contact United Utilities regarding a potential water supply or connection to public sewers. Additional information is available on our website : <http://www.unitedutilities.com/builders-developers.aspx>.

Greater Manchester Police (Design for Security)

We would recommend that a planning condition is added that reflects the physical security specification listed within Section 4 of submitted Crime Impact Statement (Dated: 26/07/2018).

ANALYSIS

Policy Principle

The application site is allocated within a Predominantly Residential Area, as defined on the UDP Proposals Map and is located within 800 metres of the Heaton Chapel Large Local Shopping Centres. As such, the site is located within one of the two main spatial priority areas for residential development, as defined by Core Strategy DPD policy CS4. The Council is currently in a position of housing under-supply, with 3.8 years-worth of supply against a requirement in national policy for 5 years plus a buffer. The site is considered to be located within an accessible and sustainable location, achieving an accessibility score of 75, which comfortably exceeds the current accessibility score of 34 required for new housing. On this basis, the principle of much needed residential development, within a Predominantly Residential Area, in an accessible and sustainable location, adjacent to a Local Shopping Centre, is considered acceptable, in accordance with the requirements of Core Strategy DPD policies CS2, CS3, CS4 and H-2.

In respect of the issue of affordable housing, it is noted that the site falls within a 'Moderate' area, for the purposes of assessing the requirement for affordable housing against Core Strategy DPD policy H-3. The threshold for the provision of affordable housing within such areas is 15 units. Consequently, there is no requirement for the provision of affordable housing within the scheme.

With regard to the issue of open space, National Planning Practice Guidance (NPPG) directs that tariff style planning obligations for open space provision should not be sought from development of 10 units or less. On this basis, the proposal for 10 residential units is exempt from the payment of a commuted sum contribution towards open space, as required under saved UDP policy L1.2, Core Strategy DPD policy SIE-2 and the Recreational Open Space Provision and Commuted Payments SPG.

Design and Siting

Members are advised that the principle of 10 residential dwellinghouses on the site, in a similar layout to that currently proposed, has previously been considered acceptable by the Council as part of planning application DC025324 in 2007.

The immediate street scene to the application site is mixed, comprising car showroom/repair uses to the North West, buildings of predominantly two storey scale on Wellington Road North to the South West and single storey bungalows on Meadows Road to the South East and North East. As such, the application site is located between two roads of differing house types.

The siting, scale, height and massing of the proposed development is considered to be well conceived in order to respect the context of the site and surroundings. The taller two storey and two storey with dormer houses would be sited within the main portion of the site, closer to the two storey developments on Wellington Road North to the South West and the car showroom/repair site to the North West. The North Easternmost property, sited close to and clearly visible from Meadows Road, would be of reduced scale in terms of its height and massing, in order to respond and relate well to the single storey bungalows along Meadows Road.

No concerns are raised to the general design of the proposed development, including a mixture of gable and gable fronted dwellings of subtle varied design. The proposed palette of materials, comprising traditional red brick walls and slate roof with an element of timber cladding and zinc clad dormers, is considered to represent an acceptable contemporary approach in relation to the surrounding traditional local vernacular. Details of the materials, along with appropriate boundary treatment, hard landscaping and bin storage would be secured by way of suitably worded planning conditions.

Guidance contained within the Design of Residential Development SPD recommends private amenity space of 75 square metres to serve proposed three bedroomed dwellings and 100 square metres to serve proposed four bedroomed dwellings. It is acknowledged that a number of the, in particularly four bedroomed dwellings, would provide private amenity space of between 55 square metres and 88

square metres, which is clearly less than the SPD guidance. However, such amenity space shortfalls are considered to be outweighed by the requirement for additional dwellings within the borough and the current focus within Paragraphs 122 and 123 of the NPPF, which seek to maximising densities within residential developments where there is an identified housing need. As such, the NPPF desire to maximise densities within residential developments effectively supersedes private amenity space requirement guidance as recommended within the SPD. The proposed density of development at 40 dwellings per hectare complies with the density requirements defined by Core Strategy DPD policy CS3 and, on this basis, a refusal of the application on the grounds of over-development is not considered to be sustainable.

In view of the above, it is considered that the siting, height, scale, design and materials of the proposed development could be successfully accommodated on the site without causing undue harm to the character of the street scene or the visual amenity of the area. As such, the proposal is considered to comply with Core Strategy DPD policies H-1 and SIE-1 and the Design of Residential Development SPD.

Impact on Residential Amenity

The Design of Residential Development SPD defines required minimum separation and privacy standards that should be retained between proposed development and neighbouring properties. The required minimum separation/privacy distances for proposed single storey and two storey development include :-

- 21.0 metres between habitable room windows on the public or street side;
- 25.0 metres between habitable room windows on the private or rear side;
- 12.0 metres between habitable room windows and a blank elevation, elevations with non-habitable room windows or with high level windows;
- 6.0 metres between habitable room windows and site boundaries.
- For 3+ storeys, add 3.0 metres per storey to the above distances.

Members are advised that the principle of 10 residential dwellinghouses on the site, in a similar layout to that currently proposed, has previously been considered acceptable by the Council as part of planning application DC025324 in 2007, with regard to impact on the amenity of surrounding residential properties.

The site is adjoined to the North West by a car showroom and associated vehicle maintenance and servicing facility, therefore the proposal raises no issues with regard to impact on this non-residential use. Adequate separation would be retained between the proposed development and the former Public House building, ground floor commercial and upper floor residential uses on Wellington Road North to the South West of the site, in accordance with the SPD recommended separation distances. The proposed development would be sited a minimum of 14.8 metres from the habitable room windows in the rear elevations of the properties on the Western side of Meadows Road to the South East of the site and the proposed development would be arranged so that the habitable room windows in the front

elevations would be sited at an oblique angle to the habitable room windows of these existing properties. In terms of the proposed dwelling at the site entrance, this property would be sited 11.0 metres from the side elevation of Number 50 Meadows Road and 8.5 metres from the side elevation of Number 39 Meadows Road and the siting of the proposed windows of this property would ensure that no overlooking of the main habitable room windows in the front and rear elevations of these existing properties on Meadows Road would be experienced.

In view of the above, it is considered that the proposed development would not unduly impact on the residential amenity of surrounding properties, by reason of overshadowing, over-dominance, visual intrusion, loss of outlook, overlooking or loss of privacy. As such, the proposal is considered to comply with Core Strategy DPD policies H-1 and SIE-1 and the Design of Residential Development SPD.

Access, Traffic Generation, Parking and Highway Safety

The detailed comments received to the application from the Council Highway Engineer are contained within the Consultee Responses section above. Members are advised that minor amendments to the site access have been made following submission of the application in order to address concerns raised by the Highway Engineer.

The Highway Engineer acknowledges the previous planning permission for 10 dwellings at the site in 2007 (Reference : DC025324). Whilst this planning permission has now expired, the fact that planning permission has previously been granted for the same number of dwellings as is currently proposed must carry significant weight in consideration of the current proposal. The Highway Engineer notes that the site is situated in an accessible and sustainable location where residents would enjoy convenient access to services, amenities and public transport, therefore the principle of residential development is considered acceptable on the site.

In terms of traffic generation, the Highway Engineer considers that a development of the scale proposed would not generate a level of traffic that would give rise to an unacceptable impact on highway operation and safety. Peak periods would see in the region of 4-5 trips generated by the site which is negligible. Meadows Road is of sufficient width to accommodate a modest increase in traffic without causing concern and the Highway Engineer is satisfied that there is sufficient capacity in the junction with Manchester Road to accommodate the additional vehicle movement. The junction operates within acceptable parameters and has no appreciable accident history, therefore no concerns are raised by the Highway Engineer in this respect.

In its amended form, the access road to serve the proposed development is designed and would be constructed to a standard considered suitable for adoption. Vehicle speeds would be very low, pedestrian traffic would be reasonably and suitably catered for in the design and no concerns are raised to the proposed access road by the Highway Engineer in its amended form.

With regard to parking, nine of the proposed dwellings would be provided with two parking spaces and one of the proposed dwellings would be provided with one parking space. The level of parking provision is considered acceptable in this location and is not likely to give rise to overspill highway parking. Appropriate covered and secure cycle parking would be provided to serve the proposed development.

Conditions are recommended by the Highway Engineer to require the submission, approval and implementation of a Construction Method Statement; in relation to the detailed design of the site access road and junction with Meadows Road; to require appropriate surfacing and drainage of driveways and parking areas; and to require appropriate cycle parking provision.

In view of the above, on the basis of the amended scheme, in the absence of objections from the Highway Engineer and subject to conditional control, the proposal is considered acceptable with regard to the issues of traffic generation, access, highway safety and parking, in accordance with Core Strategy DPD policies SD-6, SIE-1, CS9, T-1, T-2 and T-3.

Impact on Trees

The Arboricultural Implications Assessment submitted in support of the application confirms that all existing trees and vegetation on the site would be require removal to accommodate the proposed development. The detailed comments received to the application from the Council Arboricultural Officer are contained within the Consultee Responses section above.

Whilst the impact of the proposed development on existing trees on the site is noted, the Arboricultural Officer acknowledges that existing trees on the site are not afforded protection by way of Tree Preservation Order or Conservation Area status and can therefore be removed without the requirement for consent. In order to mitigate for the proposed tree loss, a condition is recommended by the Arboricultural Officer to require the submission, approval and implementation of an appropriate scheme of planting and landscaping, in order to enhance the site from a biodiversity and visual amenity perspective.

In view of the above, in the absence of objections from the Arboricultural Officer and subject to conditional control, the proposal is considered acceptable with regard to its impact on trees, in accordance with Core Strategy DPD policies SIE-1 and SIE-3.

Impact on Protected Species and Ecology

An Ecological Assessment and Inspection for Bats has been submitted in support of the application. The detailed comments received to the application from the Council Nature Development Officer are contained within the Consultee Responses section above.

The Nature Development Officer notes that the site does not support any nature conservation designations or policy allocations for biodiversity. The submitted information appears to have used reasonable effort to assess the sites habitats and

its suitability to support protected species, including bat roosting, and concludes that the site does not support habitats of substantive nature conservation value and the presence of protected or Priority Species has reasonably been discounted. The site supports stands of Japanese Knotweed, therefore a condition is recommended to require the submission, approval and implementation of a Control and Eradication Method Statement to ensure that this Invasive Non-Native Species is not spread during development. Further conditions are recommended by the Nature Development Officer to ensure that no vegetation removal is undertaken during the bird breeding season and to require biodiversity enhancements and locally native species within the proposed landscaping scheme.

In view of the above, in the absence of objections from the Nature Development Officer and subject to conditional control, it is considered that the proposed development would not result in harm to protected species or the ecological interest of the site, in accordance with Core Strategy DPD policy SIE-3.

Land Contamination

A Phase 1 Desk Study and Preliminary Contaminated Land Risk Assessment. The detailed comments received to the application from the Council Environment Team are contained within the Consultee Responses section above.

No objections are raised to the principle of the proposed development from the Council Environment Team. It is recommended that conditions are imposed, which should be applied as a phased approach, to require the submission, approval and implementation of an investigation, risk assessment, remediation scheme, remedial action and a validation report in terms of potential contamination at the site. As such, subject to compliance with such conditions, it is considered that the proposed development would not be at risk from land contamination, in accordance with Core Strategy DPD policies CS8 and SIE-3.

Flood Risk and Drainage

The site is located within Flood Zone 1, which is deemed to have the lowest risk of flooding. As acknowledged by the Council Drainage Engineer/Lead Local Flood Authority, it is noted that no drainage information or a proposed drainage scheme has been submitted in support of the application. On this basis, as recommended by United Utilities, conditions are recommended to require foul and surface water to be drained on separate systems; to require the submission, approval and implementation of a surface water drainage system for the development based on the hierarchy of drainage options in the National Planning Practice Guidance; and to require appropriate management and maintenance of the drainage system thereafter. Subject to compliance with such conditions, it is considered that the proposed development could be drained in a sustainable and appropriate manner without the risk of flooding elsewhere, in accordance with saved UDP policy EP1.7 and Core Strategy DPD policies SD-6 and SIE-3.

Energy Efficiency

As the proposed development would not exceed 10 residential units, the proposed development does not trigger the Council's carbon reduction targets, as defined by Core Strategy DPD policy SD-3. Nevertheless, an Energy Statement has been submitted in support of the application, to confirm that energy efficiency measures would be incorporated within the fabric of the building, in order to comply with current Building Regulations. With regard to low and zero carbon technologies, the use of solar photovoltaic, solar hot water and wood stoves are to be considered within the proposed development, with the use of wind power, micro-hydro, district heating, heat pumps and biomass discounted on the grounds of technical feasibility. On this basis, the submitted Energy Statement is compliant with the requirements of Core Strategy DPD policy SD-3.

Safety and Security

A Crime Impact Statement has been submitted in support of the application, which has been assessed by Greater Manchester Police (Design for Security). No objections are raised to the proposed development by Greater Manchester Police (Design for Security), subject to the imposition of a condition to ensure that the development is implemented in accordance with the physical security measures as specified within the submitted Crime Impact Statement. Subject to compliance with such a condition, the proposed development raises no safety or security concerns, in accordance with Core Strategy DPD policies CS8 and SIE-1.

SUMMARY

At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 8 of the NPPF establishes three dimensions to sustainable development – economic, social and environmental and Paragraph 8 of the NPPF indicates that these should be sought jointly and simultaneously through the planning system.

The application site is allocated within a Predominantly Residential Area, within an accessible and sustainable location, within one of the two main spatial priority areas for residential development in proximity to a Large Local Centre and would provide much needed housing at a time of housing under-supply within the Borough. It is considered that the proposed quantum, layout and design of development could be successfully accommodated on the site without causing undue harm to the visual amenity of the area or the residential amenity of surrounding properties. In its amended form, no objections are raised to the proposal from the Council Highway Engineer and, subject to the imposition of suitably worded planning conditions, the proposal is considered acceptable with regard to the issues of access, traffic generation, parking and highway safety. In the absence of objections from relevant consultees and subject to conditional control, the proposal is considered acceptable in terms of its impact on trees; ecology and protected species; land contamination; flood risk and drainage; energy efficiency and safety and security.

In view of the above, the proposal is considered to comply with relevant saved UDP and Core Strategy DPD policies and relevant SPG's and SPD's. In considering the planning merits of the proposal against the requirements of the NPPF, the proposal is considered to represent sustainable development. On this basis, notwithstanding the objections raised to the proposal, in accordance with the requirements of Section

38(6) of the Planning and Compulsory Purchase Act 2004, the application is recommended for approval.

RECOMMENDATION

Grant.