

Heatons and Reddish Area Committee

9th March 2020

DEVELOPMENT APPLICATIONS

Report of the Corporate Director for Place Management and Regeneration

ITEM 1

DC074926

SITE ADDRESS

21/21A Peel Moat Road, Heaton Moor, Stockport, SK4 4PL

PROPOSAL

Conversion of existing building at Number 21 Peel Moat Road from 4 no. flats to 1 no. single dwellinghouse, to include relocation of front door to originally designed location and introduction of bi-fold doors to sun room. Single storey side extension to existing building at Number 21A Peel Moat Road for use as additional/ancillary living accommodation.

INFORMATION

These applications need to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants [and those third parties, including local residents, who have made representations] have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Article 8 and Protocol 1 Article 1 confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Development and Control has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. He believes that any restriction on these rights posed by approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

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ITEM 1

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| Application Reference | DC074926 |
| Location: | 21/21A Peel Moat Road Heaton Moor Stockport SK4 4PL |
| PROPOSAL: | Conversion of existing building at Number 21 Peel Moat Road from 4 no. flats to 1 no. single dwellinghouse, to include relocation of front door to originally designed location and introduction of bi-fold doors to sun room. Single storey side extension to existing building at Number 21A Peel Moat Road for use as additional/ancillary living accommodation. |
| Type Of Application: | Full Application |
| Registration Date: | 13/11/2019 |
| Expiry Date: | 08/01/2020 |
| Case Officer: | Mark Burgess |
| Applicant: | Mr Reeves |
| Agent: | BTP Architects |

DELEGATION/COMMITTEE STATUS

Heatons and Reddish Area Committee. Application referred due to receipt of 4 letters of objection, contrary to the Officer recommendation to grant.

DESCRIPTION OF DEVELOPMENT

Full planning permission is sought for the following works at the site of Number 21 and 21A Peel Moat Road, Heaton Moor :-

- Conversion of the existing building at Number 21 Peel Moat Road from 4 no. flats to form 1 no. single dwellinghouse. The proposal would include external alterations to the building at ground floor level, to include the relocation of the front door to the original position to the North Eastern front elevation and the provision of bi-folding doors to the South Eastern side and South Western rear elevations of an existing sun-room.
- Single storey extension to the North Eastern elevation of the existing detached building at Number 21A Peel Moat Road for use as additional/ancillary living accommodation.
- Increase in the width of the existing vehicular access to the site from Peel Moat Road to the North East, to include alterations to the existing boundary wall and gate post.

The proposal has been amended since its original submission in order to address Officer concerns raised.

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

SITE AND SURROUNDINGS

The application site is located at the junction of Peel Moat Road and Elms Road in Heaton Moor and comprises a traditional two/three storey building converted to 4 no. flats at Number 21 Peel Moat Road and a single storey detached former outbuilding at Number 21A Peel Moat Road which is currently vacant, however has a lawful use as an independent residential dwellinghouse. Vehicular access to the site is taken from Peel Moat Road to the North East and the wider site comprises a lawned garden to the rear of Number 21 Peel Moat Road and hardstanding to the South East of Number 21 Peel Moat Road/North East of Number 21A Peel Moat Road.

To the North West of the site is Elms Road with Heaton Moor Park beyond and to the North East of the site is Peel Moat Road with residential properties beyond. The site is adjoined to the South Eastern side by a detached residential dwellinghouse at Number 19 Peel Moat Road and to the South West (rear) by a detached residential dwellinghouse at Number 31 Elms Road.

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 site is located within the Heaton Moor Conservation Area, the existing building is Locally Listed and the site is subject to a Tree Preservation Order. The following policies are therefore relevant in consideration of the proposal :-

Saved UDP policies

- HC1.1 : DEMOLITION AND TREE FELLING IN CONSERVATION AREAS
- HC1.3 : SPECIAL CONTROL OF DEVELOPMENT IN CONSERVATION AREAS
- HP1.3 : AVOIDANCE OF LOSS OF DWELLINGS.
- CDH1.8 : RESIDENTIAL EXTENSIONS

Core Strategy DPD policies

- CS1 : OVERARCHING PRINCIPLES : SUSTAINABLE DEVELOPMENT - ADDRESSING INEQUALITIES AND CLIMATE CHANGES
- SD-1 : CREATING SUSTAINABLE COMMUNITIES
- SD-2 : MAKING IMPROVEMENTS TO EXISTING DWELLINGS

- 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-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 :-

- EXTENSIONS AND ALTERATIONS TO DWELLINGS SPD
- DESIGN OF RESIDENTIAL DEVELOPMENT SPD
- OPEN SPACE PROVISION AND COMMUTED PAYMENTS SPD
- PROVISION OF AFFORDABLE HOUSING SPG

National Planning Policy Framework (NPPF)

The NPPF, initially published on 27th March 2012 and subsequently revised and published on 19th February 2019 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

- DC025852 : Demolition of existing 'lean-to' side extension, construction of single storey side extension, dormer windows to front, side and rear and alterations to front elevation (21A) : Granted – 01/04/09.
- DC024988 : First floor side extension and dormers front and rear (21A) : Withdrawn – 30/01/07.
- DC016362 : Outline application for the demolition of the existing flats and the erection of 18 No. 2-bed flats with associated car parking & landscaping (21) : Withdrawn – 31/08/04.
- 22032/4 : Conversion of stables into self contained dwelling (21A) : Granted – 07/01/58.
- 22032/1 : Conversion of detached dwellinghouse into 4 flats (21) : Granted – 01/10/57.

NEIGHBOUR'S VIEWS

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

4 letters of objection have been received to the application. The main causes for concern raised are summarised below :-

Impact on Visual Amenity and Heritage Asset

- Number 21 and 21A (Coach House) Peel Moat Road, as well as other buildings on the road are of architectural significance, as they were designed by Victorian architects Woodhouse and Willoughby, who designed many Victorian municipal buildings in Greater Manchester, many of which are Grade II and II* Listed.
- The property and its outbuildings are key within the Heaton Moor Conservation Area as they are from the Victorian Area, of good architectural character and/or historic interest, the earliest known out of a handful of residential buildings by the architect, the earliest of their residential work being worth preserving. There are no other houses in the Heaton Moor area with the same design.
- The road is in a Conservation Area and careful consideration should always be given to building projects in order to preserve the character of the neighbourhood.
- The property is a beautiful house and is an important part of the character of the neighbourhood. This character should be preserved.
- The Coach House is a locally listed building. The back wall of the Coach House is a boundary wall between two properties. Since the boundary wall is part of the Coach House, it is also locally listed. The wall has originally been designed to gradually lower in 3 steps, which creates a visually pleasing details for neighbouring properties to view it. These properties are part of a group of houses known as the 7 Sisters and have a direct architectural

connection to the application site. Accordingly, alterations to the application site alter the historic aspect of all 7 houses.

- The Coach House is visible from Peel Moat Road and it would be a real shame if the character of the property was ruined by an extension. The boundary wall and building are of historic value.
- The Coach House as a building is an important feature of a large Edwardian property and forms part of a row of properties by the same architects, adjacent to the public park in the same area. The Coach House is an important part of the local architectural heritage of Heaton Moor and deserves to be preserved. The Coach House and its surrounding wall are important Victorian architectural features and should not be altered.
- The proposed extension to the Coach House does not appear to be in keeping with the original Coach House and looks like it could overshadow the original design.
- The proposed design of the extension is not in keeping with the locally listed building and the Conservation Area.
- Adding a modern type extension will cause the Coach House to lose its character. This substantial alteration would be to the detriment of the visual amenity of the area. The Coach House should remain intact and unaltered from its original design.
- The extension to the Coach House will impact on the historic boundary wall since the new extension will be above the level of the existing boundary wall. It is not clear whether the part of the wall that is currently protruding beyond the Coach House where the extension is proposed to be added would be demolished or built over. Any one of these two scenarios is not acceptable as it would substantially alter a locally listed building and annihilate a beautiful detail of historical importance and character.
- The boundary wall is part of the locally listed building will be destroyed/substantially altered by the proposed extension.
- Visual impact – too big when combined with the existing building. Visual impact also for adjacent properties on Peel Moat Road and Singleton Road.
- The site falls within the Heaton Moor Conservation Area, therefore there is a duty to protect vistas. The view from the rear of neighbouring properties is of a high wall, roof and chimney of a Victorian outbuilding. This view has not changed in over 100 years and is a feature of properties from the Victorian era, where the outbuilding shares a boundary wall. The proposed extension would significantly alter this view to that of a substantial dwelling. Whilst the outbuilding on the boundary with the neighbouring property is acceptable and enhances the vista, a substantial dwelling on the same location does not.
- The proposed redevelopment does not seem in keeping, style and materials wise, with a locally listed historical building within a Conservation Area.
- Architectural significance has been pretty much untouched for over 100 years.

- The proposed extending of the gate would alter the original design by Woodhouse and Willoughby and affect the architectural balance of the site.

Impact on Residential Amenity

- The windows of the side of the extension to Number 21A Peel Moat Road would be in close proximity to the boundary and directly on the border with the adjacent property and would result in overlooking and loss of privacy.
- Violation of right to light. The proposed extension would be greater than 2.0 metres high and would be an interference with right to light. The coach house used to have a lean-to side building which was hidden behind the existing party wall and did not limit the light in any way before demolition. The area where the extension is proposed has enjoyed uninterrupted light for greater than 20 years (in this case more than 100 years) and there is a right for this uninterrupted light to continue.
- The proposed extension is a full size extension, as opposed to a less imposing side lean-to extension. If built, it would be sited directly on the boundary. There is no space whatsoever between the wall of the proposed extension and the neighbouring land. The proposed extension would go right the way to a row of trees and the lack of light suffered from the trees would be further compounded by the extension. The gap between the trees and the Coach House at present represents the only light to the side of the adjacent property. To block that off would dramatically affect the amount of light and would cloud the space with gloom.
- Planning permission was granted for an extension to the back of the property adjacent to the Coach House which has now been built. The proposed extension to the Coach House will mean that the space between the extension to the neighbouring property and the boundary wall (ie, the new extension) would be 4.5 metres. This is far too close for reasonable space planning and comfortable living, compounded by the fact that the proposed extension would sit directly on the border.
- The proposed extension to the Coach House would be located right on the boundary with the adjacent property and, with the extra building added, the neighbouring property would be "boxed off". The vast majority of the boundary would be a wall. The existing Coach House is already quite a towering presence over neighbours' gardens, adding to it would create a big visual impact.
- From the rear of the neighbouring property and the garden, the proposed extension would reduce afternoon and evening sunlight and would be visually unattractive.
- Visual impact. The proposed extension would be too big when combined with the existing building.
- The proposed extension would limit light and obstruct views from the rear of the neighbouring property.
- The proposed extension falls within the Heaton Moor Conservation Area, therefore there is a duty to protect vistas. The view from the rear of the neighbouring property is of a high wall, roof and chimney of a Victorian

outbuilding. This view has not changed in over 100 years and is a feature of properties from the Victorian era, where the outbuilding shares a boundary wall. The proposed extension would significantly alter this view to that of a substantial dwelling. Whilst the outbuilding on the boundary with the neighbouring property is acceptable and enhances the vista, a substantial dwelling on the same location does not.

Impact on Trees

- There is a magnificent row of 6 imposing, grand trees on the boundary between 19 Peel Moat Road and 21 Peel Moat Road. These are an imposing landmark of Heaton Moor, constituting a natural arboreal boundary between the park and the houses along Peel Moat Road and Elms Road. Each tree is subject to a Tree Preservation Order to reflect the importance of this row of trees to the Conservation Area.
- It would appear from the plans that the development would entail removal of trees, which is very concerning in the context of the TPO.
- There are too many trees being cut down in Heaton Moor, which is a detriment to the feel of the area. One of the charms of this area by the park and the town is its trees.
- Due to the amount of time it would take for a tree to reach maturity, these cannot be replaced elsewhere with the same effect, therefore reducing a real asset of the area.
- Once the Planning Authorities become less stringent in its preservation of trees, further tree removals and a dangerous downward spiral are envisaged.
- If the TPO for the tree is maintained and felling refused, the footings of the proposed extension would affect the viability of the tree. A building should not disturb a root system of a tree and the root system is approximately the same spread of the canopy of the tree. The proposed extension is clearly within the area of the root system and would probably kill the tree. If it did not kill the tree, it would make the tree less stable, suffering the risk of the tree falling on nearby buildings.
- It is believed that a relevant notice to the Local Authority and a six weeks consultation period are required for the removal of trees under a TPO. Neighbouring properties have not been made aware/consulted on any tree removal notice.

Highways Issues

- Congestion caused by building work in a busy, well frequented area, containing a school, shops and bars.
- It is a struggle to get past parked cars on Peel Moat Road with children and prams. Any building work is in the worst place and will make it even more difficult to walk to the park and children's friends houses.
- Peel Moat Road often has double parked cars and building as planned will push the cars that are ordinarily parked there now elsewhere, further

congesting those areas. The double parking in Heaton Moor is bad enough as it is.

- Another driveway will add another hazard to Peel Moat Road.

Other Issues

- Inadequate notice of the planning application in the neighbourhood. The Planning Authority has not followed planning guidelines by posting the application to the whole neighbourhood. The notice was not posted to all relevant neighbours. There has been no clear advertisement of the application in the local area. Considering the application impacts a locally listed building, local residents have the right to be informed and consulted. The neighbours are part of a group of houses known as the 7 Sisters, which have a direct architectural connection to the application site.
- The proposal makes impractical any repairs and maintenance to the back of the Coach House and the new extension. It makes it impossible to maintain the property and boundary wall without accessing neighbours gardens.
- There has been no party wall agreement sought and no permission would be granted for the alteration of the party wall.
- The Coach House is currently in a 'state of disrepair' entirely down to the owners who have been neglecting both properties. No maintenance has taken place on the Coach House in recent years. It would be great to see the property restored but not at the cost of losing its historical character and beauty.

CONSULTEE RESPONSES

Conservation Officer

This site is located within the Heaton Moor Conservation Area and contains a locally listed building of historic and architectural value. The list entry is as follows :-

SUMMARY OF IMPORTANCE/CRITERIA DECISION

Late C19 house and coach house designed by the Manchester architect J.H. Woodhouse retaining many original exterior features.

HISTORIC ASSET DESCRIPTION

The House

Built circa 1895 by J.H. Woodhouse of the architectural practice Woodhouse & Willoughby for his brother Robert Woodhouse. Red brick, red terracotta, tile hanging, render, half-timbering, tile roof. Asymmetrical composition with a near-central projecting gabled bay with pargetting in the gable and the letters RW, for Robert Woodhouse. Immediately below is a small projecting attic window, then tile hanging. At ground-floor level there is a range of windows with terracotta surrounds. To the right is a single-storey porch (door now removed) with a pitched roof and timbering in the gable. To the left is an inserted door. The right-hand return elevation has a timbered gable with pargetting in the gable and the date 1895. A tall brick external

stack has clustered chimneys. Rear in similar style.

Coach House

The coach house has a tiled roof and tiled ventilator cupola, added bay window and small lean-to addition of 1897. It originated as stables and was subsequently converted to a dwelling.

Walls and Gate Piers

The frontage has a red brick wall with red terracotta coping and sets of gate piers with decorative terracotta caps.

Ref. Copies of conveyances, building control plans, etc. in a private collection

The refurbishment of the main house and its return back to a single dwelling is to be welcomed. The local significance of the building means that careful attention to external materials and architectural detailing will be critical to the success of the scheme and therefore planning conditions will be required to ensure the external refurbishment is of a suitable standard to maintain the special character and appearance of the conservation area. The careful reinstatement of the original entrance doorway and restoration of windows will make a major contribution to preserving the special interest of the house and the wider conservation area.

The re-use of the former coachhouse as additional/ancillary living accommodation is supported because it will assist in securing a viable use for an important element of the original plot that currently lies vacant and is in poor condition. Previously approved for conversion as an independent unit, its use as ancillary accommodation is to be welcomed because it will assist in maintaining the character of the original plot, managed as a single unit rather than sub-divided. The proposed extension is modest, and replaces a previously demolished part of the building on the same footprint. It is smaller than that approved as part of a previous application and its modest size and scale means it will not have a harmful impact upon important views within the conservation area. The control of external materials and architectural detailing by way of planning condition will assist in ensuring the works are of an appropriate quality.

The widening of the vehicular opening to Peel Moat Road by 700mm will not result in a high degree of harm to the special interest of the conservation area and it is noted that the right hand brick pier is proposed to be reinstated following damage from vehicle impact. The appearance of the entrance at the junction of Peel Moat Road and Elms Road should be maintained – if there is a requirement for closure for highway safety purposes it is recommended that this is carried out discreetly through the installation of a bollard.

From a conservation perspective I would support the application subject to conditions relating to : samples of all external materials to be provided for approval, use of conservation rooflights, details of all new or replacement windows/doors to be agreed including alterations to restore the main entrance to No 21, repair of chimneys to original height/profile/design, landscaping details to be agreed including all boundary treatments, entrance gates to Peel Moat Road to have a painted timber

finish and removal of permitted development rights (to ensure consistency with the Article 4(2) Direction that applied elsewhere within the conservation area).

Highway Engineer

The proposal is to revert a previous flats conversion into single dwelling together with creation of an ancillary living building at 21a Peel Moat Road.

There is adequate parking space within curtilage to serve the proposed development.

The minor works involved in widening the existing vehicular access will require some modification to the existing dropped kerb/vehicle footway crossing, details of which may be secured by condition.

- Recommendation : No objections, subject to the following condition and informative :-

Condition

No work shall take place in respect to the construction of the approved access until a detailed drawing of the access, which shall include :-

1. Details of proposals to provide 1m by 1m pedestrian visibility splays at either side of the access/s
2. Details of proposals to provide a dropped kerb footway crossing

has been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be brought into use until the access has been constructed 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 to a height in excess of 600mm within the pedestrian visibility splays.

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.

Informative

In addition to planning permission, consent will also be required from the Highway Authority (Stockport Council) for the approved / required vehicle dropped crossing and/or closure of any redundant vehicle dropped crossing. Applications for consent can be made on-line at the Council's web-site (www.stockport.gov.uk) or via the Council's contact centre. Consent must be obtained prior to the commencement of any works.

Arboricultural Officer

The site is located in residential area of Heaton Moor. Proposal is for a full application to re-develop the existing residential property within the existing residential plot/garden and extend the coach house.

The proposed development is within a Conservation Area or affected by this development (Heaton Moor).

There is legally protected tree within this site or affected by this development (Heaton Moor No.15 1976).

The proposed development in relation to the residential conversion of the main house will not have a significant impact on the trees on site with a minimal impact to one tree in proximity to the boundary wall treatment, However the extension construction works to the coach house will have the potential to have a negative impact on one mature lime tree on site. The existing trees on site are to be retained so whilst this is in line with council policy it will still require the protective fencing to be installed prior to any works commencing on site and the site can easily be mitigated through replacement planting.

The trees proposed for removal are either conifers or low valued small ornamental trees and so has a negative impact but due to the surrounding trees it would not warrant further protection or prevent the scheme from being undertaken and therefore, with appropriate landscaping can easily be replaced through a good quality landscaping plan including several new frontage trees.

The lack of an arboriculture report is disappointing due to the presence of trees on site however, with the supporting details showing specialised construction methods for a no dig construction for the extension of the coach house within the root protection area in accordance with British Standards 5837 and the fact the encroachment of less than 20% of the root zone of the protected trees means the works would have limited impact and acceptable.

The limited impact shown within the detailed construction plan allows the extension to be constructed in a manner to prevent damage to the protected trees present on site and retaining all trees of merit, the construction phase will need to be monitored by an appropriately qualified consultant and could be subject to random checks by the arboriculture officer.

The main concern for the development is the lack of detailed information in relation to the landscaping plan as yet there is not enough replacement planting to mitigate the loss proposed and therefore further detail will be required to offset the trees on the road frontage and the rear gardens to replace and enhance the screening of the site, making sure the number of replacement trees is more than the removed for a net gain.

The sites front and rear boundary has a fair level of vegetation and trees and as such there cannot be any loss of trees on site as this will have a negative impact on amenity and biodiversity without an enhanced landscaping plan showing an agreed level of replacements.

Further consideration will need to be given to the proposed replacement planting within the site with several species considered for the site to replace the lost trees including Quercus, Tilia and Betula and some ornamental species along the frontage of the development to include Crataegus monogyna Stricta or Prunus spp.

In principle the scheme as a whole will have a small negative impact on several of the trees in the area, however due to the low amenity values or identified arboricultural factors to reduce value of the tree, this tree can be easily compensated and enhanced through the landscape plan and should be considered for approval from an arboriculture aspect. If the scheme is considered for approval then an enhanced landscaping plan showing replacement planting with appropriate species for the local environment will be required to limit any damage to the local environment and remove any relating tree issues.

The following conditions are required if the scheme is approved :-

Condition Tree 1

- No existing tree within the site shall be cut down, topped, lopped, uprooted, wilfully damaged or wilfully destroyed without the prior written approval of the local planning authority, with the exception of those indicated otherwise on the approved plan. Any hedgerows, woody plants or shrubbery removed without such consent or dying or being severely damaged or being seriously diseased, within 5 years of the development commencing, shall be replaced within the next planting season with trees of such size and species as may be approved in writing by the local planning authority.

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.

ANALYSIS

Policy Principle

In respect of the proposal to convert the existing building at Number 21 Peel Moat Road from 4 no. flats to 1 no. single dwellinghouse, consideration must be taken of the requirements of saved UDP policy HP1.3, which effectively seeks to prevent the loss of residential units, particularly within a period of housing under-supply within the Borough. As such, Members should have regard to the balance of the following factors :-

- Planning permission was granted for the conversion of a single dwellinghouse at Number 21 Peel Moat Road into 4 flats in 1957 (Reference : 22032/1). The apartments are now considered to be unsuitable for occupation and require substantial investment. The applicant is not a commercial landlord and seeks to convert the building back to its original purpose as a family dwellinghouse within a residential area which is generally characterised by substantial single family dwellinghouses.
- The proposed conversion to a single dwellinghouse would provide environmental improvements to the area, by way of reduction in the residential paraphernalia associated with the use of the building as 4 flats.

- The benefits of the proposal for refurbishment of the building and conversion back to its original intended purpose as a single dwellinghouse are welcomed and supported by the Council Conservation Officer.

In view of the above factors, it is considered that the proposal to convert Number 21 Peel Moat Road back from 4 no. flats to 1 no. single dwellinghouse is justified and acceptable in this particular case, in accordance with the requirements of saved UDP policy HP1.3

In terms of Number 21A Peel Moat Road, it is noted that the applicant initially wishes to use this building as additional/ancillary living accommodation for a family member. Notwithstanding this, consideration must be had of the fact that this building benefits from a lawful use as an independent dwellinghouse, separate from Number 21 Peel Moat Road, for which planning permission was granted in 1958 (Reference : 22032/4). On this basis, the imposition of a condition to restrict the occupation of Number 21 Peel Moat Road as ancillary living accommodation is not considered to be reasonable in this particular case.

Impact on Heritage Assets

The application site is located within the Heaton Moor Conservation Area and contains a locally listed building of historic and architectural value. The detailed comments received to the application from the Council Conservation Officer are contained within the Consultee Responses section above. The list entry notes that the site relates to a late 19th century house and coach house designed by the Manchester Architect J.H Woodhouse, which retains many original features and goes on to summarise the historic asset description and importance of the site with respect of the house, coach house, walls and gate piers.

The Conservation Officer welcomes the refurbishment of the main house at Number 21 Peel Moat Road and its return back to a single dwelling. Due to the local significance of the building, careful attention to external materials and architectural detailing will be critical to the success of the scheme and planning conditions will be required to ensure that the external refurbishment is of a suitable standard to maintain the special character and appearance of the Conservation Area. The careful reinstatement of the original entrance doorway and restoration of windows will make a major contribution to preserving the special interest of the house and the wider Conservation Area.

The re-use of the former coach house at Number 21A Peel Moat Road is supported by the Conservation Officer, due to the fact that it would assist in securing a viable use for an important element of the original plot which is currently vacant and in poor condition. The proposed extension to this building is considered to be modest, would replace a previously demolished part of the building on the same footprint and would be smaller than an extension previously approved as part of planning application DC025852 in 2009. The modest size and scale of the proposed extension would mean that it would not have a harmful impact upon important views within the Conservation Area. Planning conditions would be imposed to control external materials and architectural detailing to ensure that the proposed works are of an appropriate quality.

The Conservation Officer considers that the widening of the existing vehicular access from Peel Moat Road by 700mm would not result in a high degree of harm to the special interest of the Conservation Area and it is noted that the right hand brick

pier is proposed to be reinstated following damage from vehicle impact. The appearance of the existing entrance at the junction of Peel Moat Road and Elms Road should be maintained and, should there be a requirement for closure for highway safety purposes, it is recommended that this is carried out discretely through the installation of a bollard.

Support is offered to the proposal from the Conservation Officer, subject to the imposition of suitably worded planning conditions relating to samples of all external materials to be provided for approval; use of conservation roof lights; details of all new or replacement windows and doors to be agreed, including alterations to restore the main entrance at Number 21 Peel Moat Road; repair of chimneys to original height, profile and design; landscaping and boundary treatments to be agreed; entrance gates to Peel Moat Road to have a painted timber finish; and the removal of usual householder permitted development rights.

In view of the above, in the absence of objections from the Conservation Officer and subject to conditional control, it is considered that the proposals would not result in harm to the character and appearance of the Heaton Moor Conservation or the locally listed building of historic and architectural value. As such, the proposal is considered to comply with saved UDP policy HC1.3 and Core Strategy DPD policies SIE-1 and SIE-3.

Impact on Residential Amenity

No residential amenity concerns are raised to the proposed use of Number 21 Peel Moat Road as a single dwellinghouse or to the proposed external alterations to this building, which would effectively comprise alterations to existing openings.

The proposed extensions and alterations to Number 21A Peel Moat Road would be well separated from the residential properties on the opposite side of Peel Moat Road to the North East. The proposed extension to Number 21A Peel Moat Road would be screened from the neighbouring property at Number 31 Elms Road to the rear (South West) by the existing building and the proposed roof light in the South Western elevation of the existing building would be substantially separated from and sited at an oblique angle to the windows of this property.

Due to the siting of the proposed extensions and alterations to Number 21A Peel Moat Road directly adjacent to the South Eastern site boundary with the neighbouring residential property at Number 19 Peel Moat Road, the main issue for consideration is the potential impact of the proposal on the residential amenity of this property. Number 19 Peel Moat Road is a detached residential dwellinghouse with rear facing habitable room windows, a rear garden and has previously benefitted from a single storey rear extension.

The proposed extension to Number 21A Peel Moat Road, although directly adjacent to the South Eastern boundary with Number 19 Peel Moat Road, would be single storey in nature and would have maximum height of 3.4 metres, including a proposed roof lantern. Due to the fact that the proposed extension would be partly screened from this property by way of an existing, historic wall along the South Eastern boundary and coupled with the fact that the proposed extension would be sited at an angle to the rear facing windows of this property, it is considered that the proposal would not result in undue over-dominance, visual intrusion or loss of outlook to this property. The proposed extension would be sited to the North West of the rear windows and garden of Number 19 Peel Moat Road, therefore any overshadowing impact would be minimal. In order to prevent overlooking and loss of

privacy to Number 19 Peel Moat Road, a condition is recommended to require the proposed roof lights in the South East facing roof slope to be fitted and retained with non-openable, obscure glazing. Consideration must also be had of the fact that planning permission for a similar sized extension to also include dormer windows has previously been granted in 2009 (Reference : DC025852). On this basis, notwithstanding the objections raised to the proposal, it is considered that a refusal of the application on the grounds of loss of residential amenity to Number 19 Peel Moat Road would not be justified or sustainable.

In view of the above considerations, it is considered that the proposed development could be accommodated on the site without causing undue harm to 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 saved UDP policy CDH1.8, Core Strategy DPD policies H-1 and SIE-1, the Design of Residential Development SPD and the Extensions and Alterations to Dwellings SPD.

Impact on Trees

The application site is located within the Heaton Moor Conservation Area and existing trees on the site are afforded protection by way of a Tree Preservation Order (TPO : Heaton Moor No. 15 1976). The detailed comments received to the application from the Council Arboricultural Officer are contained within the Consultee Responses section above.

No objections are raised to the proposed conversion of Number 21 Peel Moat Road by the Arboricultural Officer, who notes that this would not have a significant impact on existing trees on the site. The proposed tree removal relates to conifers or low value small trees which are not considered to warrant protection. The proposed tree loss is therefore considered to be acceptable, subject to the imposition of a condition to require additional enhanced planting and landscaping to compensate, mitigate and off-set any proposed tree loss.

The main issue in considering the proposal from an arboricultural perspective is the proximity and potential impact of the proposed extension to Number 21A Peel Moat Road to the TPO protected trees to the South Eastern site boundary. Whilst it is acknowledged that an Arboriculture Report been not submitted with the application, information submitted in support of the application shows a proposed specialist construction method for a no dig construction for the proposed extension within the root protection area, in accordance with British Standard 5837. Due to the fact that this would result in encroachment of less than 20% of the root zone of the protected trees, the Arboricultural Officer considers that the proposed extension could be constructed in a manner to prevent damage to existing protected trees and would therefore have limited impact.

In view of the above considerations, in the absence of objections from the Arboricultural Officer and subject to conditional control, the proposal is considered acceptable in terms of its impact on existing trees within the site, in accordance with saved UDP policy HC1.1 and Core Strategy DPD policies SIE-1 and SIE-3.

Highways Considerations

The detailed comments received to the application from the Council Highway Engineer are contained within the Consultee Responses section above.

In raising no objections to the proposal, the Highway Engineer notes that there would be adequate parking provision within the site curtilage to serve the proposed development and the minor works involved in widening the existing vehicular access would require modifications to the existing dropped kerb/vehicle footway crossing, which would be secured by condition.

In view of the above, in the absence of objections from the Highway Engineer and subject to conditional control, the proposal is considered acceptable from a traffic generation, parking and highway safety perspective, in accordance with Core Strategy DPD policies SIE-1, CS9, T-1, T-2 and T-3.

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, as defined on the UDP Proposals Map. As such, the principle of the proposed residential extensions and alterations at the site is considered acceptable. The proposal to convert Number 21 Peel Moat Road from 4 no. flats back to its original form as 1 no. single dwellinghouse is considered to be acceptable and justified in this particular case. The principle of the proposed extension to Number 21A Peel Moat Road is considered to be acceptable, in view of the fact that this building benefits from a lawful use as an independent dwellinghouse.

The application site is located within the Heaton Moor Conservation Area and contains a locally listed building of historic and architectural value. The proposed use as a single dwelling and refurbishment of Number 21 Peel Moat Road is welcomed by the Council Conservation Officer and the re-use and extension of Number 21A Peel Moat Road is supported by the Conservation Officer, subject to the imposition of suitably worded planning conditions in relation to matters of detail. No objections are raised to the proposed alterations to the vehicular access by the Conservation Officer. On this basis and notwithstanding the neighbour objections raised to the application, it is considered that the proposal would not result in harm to the character or appearance of the Heaton Moor Conservation Area or the locally listed building.

The proximity of the proposed extension and alterations to Number 21A Peel Moat Road to the South Eastern site boundary with the neighbouring property at Number 19 Peel Moat Road is noted and appreciated. However, it is considered that the siting, size, height and scale of the proposal would be such that that it could be accommodated on the site without causing undue harm to the residential amenity of this property.

Whilst the existence of TPO protected trees on the site is acknowledged, no objections are raised to the proposal from the Council Arboricultural Officer, subject to the imposition of conditions to control the method of construction in order to prevent damage or adverse impacts to such trees.

No objections are raised to the proposal from the Council Highway Engineer and, on this basis, the proposal is considered acceptable from a traffic generation, parking and highway safety perspective.

In view of the above, the proposal is considered to comply with relevant saved UDP and Core Strategy DPD policies and SPD guidance. 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.