

ITEM 3

Application Reference	DC/077639
Location:	22 Gladstone Street, Great Moor, Stockport SK2 7QF
PROPOSAL:	Erection of 4no. 3 bedroom terraced houses (Use Class C3(a)), with associated landscaping, boundary treatments, cycle storage and segregated waste management, following demolition of existing detached bungalow.
Type Of Application:	Full Application
Registration Date:	24.09.2020
Target Date:	Extension of time
Case Officer:	Helen Hodgett
Applicant:	Mr. D. Gough, C/o Architect
Agent:	Mr. Simon Casey, BlueChip Architecture Ltd

DELEGATION/COMMITTEE STATUS

This application is before Stepping Hill Area Committee, as objections have been received from the occupiers of more than 4 properties, and as Cllr. Baynham has called the application to Stepping Hill Area Committee.

Stepping Hill Area Committee can make a decision upon this planning application.

DESCRIPTION OF DEVELOPMENT

Planning permission is sought for the erection of 4 three-bedroom terraced houses (Use Class C3(a)), with associated landscaping, boundary treatments, cycle storage and segregated waste management, following the demolition of existing detached bungalow.

The proposed terrace of four houses would relate to the building lines of 14 and 24 Gladstone Street, which are to either side of the application site, with the terrace fronting Gladstone Street with small front bounded curtilages with gates, and a comparable ridge height.

Living accommodation would be over three floors, including a level of living and storage space within the roof space. Each property would have a bounded rear garden area, including patio, lawn, planting, a facility for covered and secure storage for cycles, together with space for segregated recycling and waste storage. There would be external access between Gladstone Street and the rear of the properties

for all properties, via external gated access routes along the gables of the terrace. The submitted drawings are annotated to state that the rear amenity areas would range from 36 square metres to 39 square metres.

A number of documents have been submitted to support the application, including layout, elevational and sectional plans, Ecological Survey, Energy Statement, Transport Note, Surface water drainage scheme, Design and Access Statement, Heritage Statement and Planning Statement.

SITE AND SURROUNDINGS

This application relates to a 370 square metre site, off Gladstone Street, off the A6 Buxton Road, within Hazel Grove. The site is currently occupied by one detached house with off-street parking, known as number 22 Gladstone Street, which is located between numbers 14 and 24 Gladstone Street.

Opposite the site is located the locally listed building of Great Moor Library, and number 23 Gladstone Street. 23 Gladstone Street is a semi-detached, historic, two-storey house. Gladstone Street is characterised by historic red-brick houses, with small front bounded curtilages, located in close proximity, without on-street parking.

Gladstone Street has a cobbled surface from the junction with the A6 to 34 Gladstone Street. On-street parking provision on Gladstone Street and adjoining St. Saviour's Road, comprises designated accessible spaces, resident permit-holder only spaces, time-restricted parking spaces (adjacent to the Library), H Bar restricted parking areas, and areas of unrestricted parking (please refer to the submitted Transport Note, including the diagram extract from the Parking Note attached). The section of road directly outside the application site is currently partly unrestricted parking and a H bar marking to restrict parking across the existing dropped kerb access for the site.

The site is located within a Predominantly Residential Area in terms of the Council's development plan, and comprises a brownfield site within a sustainable location in terms of travel and access to shops and services. In terms of the Environment Agency's (EA's) mapping system, the site is located within flood zone 1 (low risk).

POLICY BACKGROUND

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

The Statutory Development Plan includes:-

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

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

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

Saved policies of the SUDP Review

EP1.7 – Development and flood risk
EP1.9 – Safeguarding of Aerodromes and Air Navigation Facilities
EP1.10 – Aircraft Noise
L1.1 – Land for Active Recreation
L1.2 – Children's Play
MW1.5 – Control of waste from development

LDF Core Strategy/Development Management policies

CS1: OVERARCHING PRINCIPLES: SUSTAINABLE DEVELOPMENT – ADDRESSING INEQUALITIES AND CLIMATE CHANGE

SD-1: Creating Sustainable Communities

SD-3: Delivering the Energy Opportunities Plans - 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

SIE-5: Aviation Facilities, Telecommunications and other Broadcast Infrastructure

CS9: TRANSPORT AND DEVELOPMENT

CS10: AN EFFECTIVE AND SUSTAINABLE TRANSPORT NETWORK

T-1: Transport and Development

T-2: Parking in Developments

T-3: Safety and Capacity on the Highway Network

Supplementary Planning Guidance

Supplementary Planning Guidance (Saved SPG's & SPD's) does not form part of the Statutory Development Plan; nevertheless it does provide non-statutory Council

approved guidance that is a material consideration when determining planning applications.

Relevant guidance is as follows:

Design of Residential Development SPD
Open Space Provision and Commuted Sum Payments SPD
Sustainable Design and Construction SPD
Sustainable Transport SPD
Transport and Highways in Residential Areas SPD

National Planning Policy Framework (NPPF)

A Revised National Planning Policy Framework (NPPF) issued by the Secretary of State for Housing, Communities and Local Government (MHCLG) on 19th February 2019 (updated 19th June 2019) replaced the previous NPPF (originally issued 2012 & revised 2018). The NPPF has not altered the fundamental legal requirement under Section 38(6) of the Planning and Compulsory Purchase Act 2004 that decisions must be made in accordance with the Development Plan unless material considerations (such as the NPPF) indicate otherwise.

The NPPF representing the governments up-to-date planning policy which should be taken into account in dealing with applications focuses on achieving a lasting housing reform, facilitating the delivery of a greater number of homes, 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. If decision takers choose not to follow the NPPF, then clear and convincing reasons for doing so are needed.

N.B. In respect of decision-taking the revised NPPF constitutes a “material consideration”.

Extracts from the National Planning Policy Framework (NPPF) – link to full document - <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

1. Introduction

Para 1. The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Para 2. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2. Achieving sustainable development

Para 7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable

development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Para 8. 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 – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Para 10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).

The presumption in favour of sustainable development

Para 11. 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.

Para 12. The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. 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.

4. Decision-making

Para 38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Para 47. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Para 54. Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

Para 55. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.

Para 56. Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

5. Delivering a sufficient supply of homes

Para 59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Para 63. Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer). To support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount.

Para 68. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should

- c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

8. Promoting healthy and safe communities

Para 91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and

- c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Para 92. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

- b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

- c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

- d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

- e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

9. Promoting sustainable transport

Para 108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Para 109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Para 110. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

11. Making effective use of land

Para 117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Para 118. Planning policies and decisions should:

- a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and

e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

Achieving appropriate densities

Para 122. Planning policies and decisions should support development that makes efficient use of land, taking into account:

a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b) local market conditions and viability;

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places.

Para 123. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

12. Achieving well-designed places

Para 124. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Para 127. Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

15. Conserving and enhancing the natural environment

170. Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin

management plans; and

f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

175. When determining planning applications, local planning authorities should apply the following principles:

a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;

b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons⁵⁸ and a suitable compensation strategy exists; and

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

180. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and

c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

16. Conserving and enhancing the historic environment

184. Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

192. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Considering potential impacts

193. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

194. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional⁶³.

195. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

196. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

197. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing

applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

198. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

199. Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible⁶⁴. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

202. Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

Annex 1: Implementation

Para 213 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).

PLANNING HISTORY

Reference: DC/075201; Type: FUL; Address: 22 Gladstone Street, Great Moor, Stockport, SK2 7QF; Proposal: Erection of 4no. 3 Bed Townhouses and Associated Works following Demolition of Existing Detached Bungalow; Decision Date: 23-JUN-20; Decision: WITHDRAWN

Reference: DC/022810; Type: FUL; Address: 14 Gladstone Street, Stockport SK2 7QF; Proposal: Two storey side extension and alteration to front elevation. Decision Date: 12-JUN-06; Decision: GTD

Reference: DC/064643; Type: FUL; Address: 24 Gladstone Street, Stockport SK2 7QF; Proposal: Demolition of existing garage and construction of new two storey side extension. Decision Date: 21-MARCH-17; Decision: GTD

CONSULTATION RESPONSES

NEIGHBOURING PROPERTIES

The occupiers of neighbouring properties were notified of this planning application by letter. A site notice has additionally been publically displayed adjacent to the site from 14/10/20 for public consultation.

Representations have been received from contributors at 5 addresses in response to consultation upon the application.

The matters raised in the individual representations received can be reported as follows:

Highways/parking

There is insufficient parking space for an extra 4 houses to be sustainable.

The parking survey was taken during daylight hours when most residents are out at work in their cars.

Parking is a big issue for this street. If 8 cars are added people will not be able to find parking spaces. The road will be dangerous for residents. Will be stressful for residents.

We already have parking issues with a parish hall, library, shoppers and Stepping Hill Hospital staff. People park on the street to use the community centre, which is used by Beavers/Cubs/Scouts etc... Also, the parishioners of St. Saviour's Church park on the street on a Sunday morning.

Even with the library and church hall closed due to Covid, there has been insufficient parking space for residents. There needs to be more resident parking on the street.

The erection of 4 new houses takes away four existing parking spaces and will add to the demand for parking spaces.

2 semi-detached three-bedroom properties would be appropriate.

Amenity

2 semi-detached three-bedroom properties would be appropriate, to fit in with the street and surrounding area.

The proposed number will cause overcrowding and much less privacy for houses on Gladstone and Boothby streets.

The block of terraced houses will block the morning sunlight to the front of my house.

This application proposes a building further forward than in the previous application.

The height of the houses will not be in keeping with the houses already built.

Our garden will be overlooked, which will be an invasion of our privacy.

These houses will block out the sunlight, as they are so tall and will be up to the boundary of the properties to the sides, excluding the access routes round.

CONSULTEE RESPONSES

SMBC Highways – Raise no objection to this application, noting that:

- 1) The proposal should not result in a material increase in vehicle movements or change in character of traffic on the local highway network in the vicinity of the site
- 2) The site is reasonably accessible, being within reasonable walking distance of Great Moor Local centre, a primary school, a high school, bus route, Woodsmoor Train Station and various shops and services.
- 3) Cycle parking is proposed to be provided for each dwelling
- 4) Although no car parking is proposed to be provided within the site a parking survey has been carried out which outlines that sufficient space would be available on street to accommodate the parking demand of the development (it should be noted that, based on the existing level of car ownership in the area, it would be expected that, on average, the occupiers of the dwellings would only have a single car).

The cycle stores shown on the submitted site layout plan would be too small to accommodate cycles. As such, larger stores will be required. Details of the cycle parking, however, can be agreed by condition, as can other matters of detail. In addition, paragraph 110 of the National Planning Policy Framework outlines that development should be designed to enable charging of plug-in and other ultra-low emission vehicles. As no parking is proposed to be provided within the development, it is not possible to provide EV charging points within the site. Some occupiers of the dwellings, however, may own an electric vehicle and park it on street. As such, I would conclude that there may nevertheless be a demand for occupiers to charge electric vehicles. There are not, however, any public EV charging units in the vicinity of the site and, as such, I would recommend that any approval granted is subject to a condition which requires the provision of a public EV charging unit in the vicinity of the site. The EV charging unit would need to be provided by the Council at the applicant's expense. The requirement to provide such a unit could be secured by condition. I therefore raise no objection to this application, subject to conditions.

Recommendation: No objection, subject to conditions.

Relevant Conditions / Reasons / Informatives

Conditions

No development shall take place until a method statement detailing how the development will be constructed (including any demolition and site clearance) has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include details on phasing, access arrangements, turning / manoeuvring facilities, deliveries, vehicle routing, traffic management, signage, hoardings, scaffolding, where materials will be loaded, unloaded and stored, parking arrangements and mud prevention measures. 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. The details are required prior to the commencement of any

development as details of how the development is to be constructed need to be approved prior to the commencement of construction activities.

A detailed drawing outlining a scheme to reconstruct the existing footway that abuts the site (which shall include the removal of any footway crossings) shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the footway has been reconstructed in accordance with the approved drawing.

Reason: In order to ensure that there are safe and high quality pedestrian facilities adjacent to the site and ensure that development can be accessed in a safe manner in accordance with Policies SIE-1 'Quality Places', CS9 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD, supported by paragraph 5.30, 'Post development footway reinstatement', of the SMBC Sustainable Transport SPD.

No work shall take place in respect to the provision of cycle parking within the site until details of proposals to provide long-stay cycle parking facilities for the approved dwellings (which shall be in the form of a covered and secure cycle store that will accommodate a minimum of one cycle for each dwelling) have been submitted to and approved in writing by the Local Planning Authority. Each dwelling within the development shall not be occupied until the cycle parking facility for that dwelling has been provided in accordance with the approved details. The cycle parking facilities shall then be retained and shall remain available for use at all times thereafter.

Reason: To ensure that safe and practical cycle parking facilities are provided so as to ensure that the site is fully accessible by all modes of transport in accordance with Policies CS9 'Transport and Development', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD and the cycle parking facilities are appropriately designed and located in accordance with Policies SIE-1 'Quality Places' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD, supported by paragraph 5.6, 'Cycle Parking', of the SMBC Transport and Highways in Residential Areas SPD.

The approved pedestrian gates / any gates to be erected across the pedestrian accesses shall be constructed so that they only open into the site and not out into the public highway.

Reason: In order to ensure that any gates do not impinge on the adjacent footway when open in terms of Policies SIE-1 'Quality Places', CS9 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

A detailed scheme outlining proposals to provide within the vicinity of the site a charging point for the charging of electric vehicles shall be submitted to and approved in writing by the Local Planning Authority. Details shall include where the charging point will be located, details of the charging point and associated parking space (including details of the equipment, signage and carriageway markings), how it will be provided (including details of any required traffic regulation order) and a timescale for its provision. The charging point shall then been provided in accordance with the approved scheme and timescale.

Reason: To ensure that adequate parking with facilities for the charging of electric vehicles are provided in accordance with Policies SD-6 'Adapting to the impacts of

climate change', SIE-3: Protecting, Safeguarding and enhancing the Environment, 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 and Paragraphs 110, 170 and 181 of the National Planning Policy Framework.

INFORMATIVES

The electric vehicle charging point that is required to be provided as a condition of this approval could be provided within the public highway subject to the agreement of the Highway Authority (Stockport Council). Once provided, it would be maintained by or on behalf of the Highway Authority / Council and would be available to the general public, as well as occupiers of the approved development and their visitors. The cost of providing the electric vehicle charging point, including the cost of any Traffic Regulation Order that may be required, would need to be met by the applicant / developer. For further information, the applicant / developer should contact the Highways Section of Planning Services (0161 474 4905/6).

In addition to planning permission, the applicant / developer will need to enter into an agreement, under the Highways Act 1980, with respect to the required highways works / delivery of the required highway infrastructure. The Agreement will need to be in place prior to the commencement of any works. The applicant / developer should contact the Highways Section of Planning Services (0161 474 4905/6) with respect to this matter.

SMBC Environmental Health – Land Contamination – Conditions requiring a Phase 1 Land Contamination Assessment/Preliminary Risk Assessment, and a Phase 2 Investigation and a subsequent risk assessment, with Remediation Strategy, as applicable.

SMBC Environmental Health – Noise – No objection. Recommendations for hours of construction and a site specific dust management plan.

SMBC Environmental Health – Air – The site is outside the Air Quality Management Area. Also due to its size, it will not generate sufficient vehicle movements to require an air quality assessment.

SMBC Nature Development Officer – The site has no nature conservation designations, legal or otherwise. Many buildings have the potential to support roosting bats. All species of bat are protected under Section 9 of the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017. The latter implements the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora. Bats are included in Schedule 2 of the Regulations as 'European protected species of animals' (EPS). Under the Regulations it is an offence to:

- 1) Deliberately capture or kill a wild EPS
- 2) Deliberately disturb a wild EPS in such a way that significantly affects:
 - a) the ability of a significant group to survive, breed, rear or nurture young, or to hibernate or migrate.
 - b) the local distribution of that species.

- 3) Damage or destroy a breeding place or resting site of such an animal.

A daytime bat roost assessment survey has been carried out (Rachel Hacking Ecology Ltd, January 2020) and submitted with the application. The survey was carried out by a suitably experienced ecologist and followed best practice guidance. The survey involved an internal and external inspection of the property to search for evidence of roosting bats and assess the potential for bats to be present.

No evidence of roosting bats was recorded during the survey. The property is generally well-sealed with tiles intact and tight fitting. Lead flashing and bargeboards/eaves were found to be intact and flush with no gaps observed. The building was assessed as having negligible potential to support roosting bats.

Buildings and shrubs/vegetation within the garden offer potential habitat for nesting birds. All breeding birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended).

No evidence of or significant potential for any other protected species was recorded.

Invasive Species

Rhododendron ponticum was recorded within the application area along the south boundary of the site. This species is listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) which makes it an offence to plant or otherwise cause to grow this invasive species in the wild.

Recommendations:

No evidence of roosting bats was recorded during the survey and the property proposed for demolition was assessed as offering negligible bat roosting potential. The proposals are therefore considered to be of low risk to roosting bats. As a precautionary measure I would advise that an informative is used with any planning consent so that the applicant is aware of the potential (albeit low) for bats to be present on site. It should also state that the granting of planning permission does not negate the requirement to abide by the legislation in place to protect biodiversity. Should evidence of bats, or any other protected species be discovered on site at any time during works, works must stop and a suitably experienced ecologist be contacted for advice.

If the proposed demolition works have not commenced by January 2022 (i.e. within two years of the January 2020 surveys) it is recommended that an update survey is carried out in advance of works to ensure the baseline and assessment of impacts in respect of bats and other potential ecological receptors remains current.

A condition should be attached to any planning consent granted stating that the spread of *Rhododendron ponticum* will be avoided. It is advised that this species is removed from site and disposed of appropriately following best practice standard guidance (e.g. at a licensed tip).

Developments are expected to provide net gains for biodiversity (in accordance with national and local planning policy). This should include the provision of bat and/or bird roosting/nesting facilities within/on the proposed buildings. The provision of four bat and/or bird boxes would be appropriate (at a rate of one per new property). For example, two integrated boxes (which can be faced in materials to match the building exterior e.g. Habibat boxes) could be placed at each gable end of the proposed terrace. Details regarding the proposed number, type and location of bat and bird boxes should be submitted to the LPA for review and this can be secured via condition.

Submitted plans indicate provision of four new trees on site and hedgerow planting along the frontages of the proposed properties. Landscape planting should comprise locally native species and/or species beneficial to wildlife. For example holly and/or yew would be suitable for hedgerow planting if evergreen species are preferred. Details of proposed planting (species and number) should be submitted to the LPA for review. Where possible mixed species native hedgerows should be provided to demark plot boundaries rather than using fencing to increase ecological value of the site. Where fencing must be used it is advised that occasional gaps are provided (13cmx13cm) at the base of any boundary fences/walls to maintain habitat connectivity for species such as hedgehog.

In relation to breeding birds it is recommended that works are timed to avoid the bird nesting season where possible and that should vegetation clearance/demolition works take place between 1st March and 31st August inclusive, a pre-works survey for breeding birds is carried out no more than 48 hours in advance of works by a suitably experienced person to confirm presence/absence of nesting birds and ensure mitigation measures are in place to avoid impacts on nesting birds as appropriate (e.g. implementation of buffer areas to avoid disturbance until nesting has finished). This should be secured by condition.

Any proposed lighting should be sensitively designed so as to minimise impacts on wildlife associated with light disturbance (following the principles outlined in Bat Conservation Trust guidance: http://www.bats.org.uk/pages/bats_and_lighting.html).

SMBC – Conservation and Heritage – The application site is situated directly opposite the Locally Listed Great Moor Library. The building is recognised as a non-designated heritage asset for the purposes of the NPPF. The historic asset description and location plan, available publicly via the Council's website, are provided below.

Library with local historical associations. Opened in 1938. Of pale brick laid in English garden wall bond with bright red brick dressings, sparing stone dressings, slate roof, red ridge tiles. T-shaped plan with a projecting gabled bay which has a canted bay window and an oversailing gable with plain barge boards and a finial. It is supported by timber brackets and has timbering in the gable. The entrance is to the right of this bay.

The library was built through a bequest of Thomas Smith of Great Moor, a silk weaver, commemorated in a plaque in the entrance vestibule.

On balance, it is agreed that the impact of the replacement of the bungalow on the heritage asset is acceptable.

Would raise concern in respect of the proposed boundary treatments to Gladstone Street however. The principle of the brick built boundary wall, with hedge planting behind is supported, but the particular design and scale of the walls, gate piers and gates, appears disproportionate in respect of the existing boundary walls in the street, which are of a relatively consistent height (being approx. 6/7 brick courses, with a coping). Would ask that the height / scale of the boundary walls, gate piers and gates is reduced to reflect the height of the neighbouring brick boundary walls, gate piers and gates, and that the proposed solid timber gate design is reconsidered in light of the fact that the prevailing gate style in the streetscene is metal rail gates with visual permeability to garden frontages.

Lead Local Flood Authority (LLFA) – Recommend the following condition:

Notwithstanding the approved plans and prior to the commencement of any development, a detailed surface water drainage scheme shall be submitted to and approved by the local planning authority. The scheme shall:

- (a) incorporate SuDS and be based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions;
- (b) include an assessment and calculation for 1in 1yr, 30yr and 100yr + 40% climate change figure critical storm events;
- (c) be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards; and
- (d) shall include details of ongoing maintenance and management. The development shall be completed and maintained in full accordance with the approved details

United Utilities – 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.

Request a condition regarding 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. Also, request a condition regarding foul and surface water shall be drained on separate systems.

ANALYSIS

Housing

Stockport is not currently able to demonstrate a 5 year housing supply. Policy CS2 of the core strategy, which relates to housing provision, states that a wide choice of quality homes will be provided to meet the requirements of existing and future Stockport households. The focus will be on providing new housing through the effective and efficient use of land within accessible urban areas, and making the best use of existing housing.

Policy CS3 of the core strategy advises that a mix of housing, in terms of tenure, price, type and size will be provided to meet the requirements of new forming households, first time buyers, families with children, disabled people and older people. It states that new development should contribute to the creation of more mixed, balanced communities by providing affordable housing in areas with high property prices and by increasing owner occupation in areas of predominantly social rented housing.

Policy CS4 of the core strategy, which relates to the distribution of housing, sets out how new housing development should be distributed across the Borough, advising that the distribution of housing across the Borough should be broadly in line with the following spatial proprieties – firstly within the Central Housing Area (50%), secondly within the Neighbourhood Renewal Priority Areas and the pedestrian catchment areas of district and large local centres (35%) and thirdly within other accessible locations (15%).

Policy CS4 also advocates the use of brownfield land within urban areas as a priority, with development on urban greenfield sites being undertaken in line with the following sequential approach;

firstly on accessible urban sites that are not designated as open space, or considered to be areas of open space with amenity value;

secondly in private residential gardens in accessible urban locations where proposals respond to the character of the local area and maintain good standards of amenity and privacy for the occupants of existing housing, in accordance with Development Management Policy H-1 'Design of Residential Development';

thirdly on accessible urban open space where it can be demonstrated that there is adequate provision of open space in the local area or the loss would be adequately replaced, in accordance with Core Policy CS8 'safeguarding and improving the environment';

fourthly, and only if it is essential to release additional land to accommodate the borough's local needs, particularly the need for affordable housing or to support regeneration strategies in Neighbourhood Renewal Priority Areas, a limited number of the most suitable Green Belt sites will be used for housing provided such sites are accessible, attached to the urban area, maintain openness between built-up areas, and there are no exceptional substantial strategic change to the Green Belt or its boundaries.

Policy H2 of the Core Strategy seeks to phase the supply of housing across the Borough over the plan period by prioritising and focusing development in the most sustainable locations and those in greatest need of regeneration. Paragraph 3.117 of the policy states that in the absence of a five year housing supply, housing development in less accessible and sustainable locations will be supported, with the minimum accessibility score for new houses in the context of the current undersupply being 34/100 and the minimum accessibility score for new flats in the context of the current under supply being 45/100. Policy H2 also requires 80% of new housing development to be located on previously developed land.

Until the Council can demonstrate a 5 year housing supply, the National Planning Policy Framework (NPPF) confirms that relevant policies for the supply of housing should not be considered up-to-date.

The National Planning Policy Framework (NPPF) states in paragraph 59 that “To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”

Paragraph 68 of the NPPF establishes that “Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should

c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.”

Paragraph 123 of the NPPF states that “Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.”

The application site constitutes a previously developed brownfield site, which is located within an accessible urban location, within a Predominantly Residential Area. Introducing the proposed residential accommodation at the application site is deemed to be, in principle, acceptable and appropriate, in accordance with the NPPF and policies CS2, CS3, CS4 and H2 of the Core Strategy. The proposal would provide additional windfall residential accommodation, and contribute towards meeting the housing needs of the Borough.

Parking and highway safety

Policy CS9 of the core strategy states that the Council will require that development is located in locations that are accessible by walking, cycling and public transport. Policy T1 reiterates this requirement, with this policy setting out minimum cycle parking and disabled parking standards.

Policy T2 of the core strategy states that developments shall provide car parking in accordance with maximum car parking standards for each type of development as set out in the existing adopted parking standards, stating that developers will need to demonstrate that developments will avoid resulting in inappropriate on street parking that has a detrimental impact upon highway safety or a negative impact upon the availability of public car parking.

Policy T3 of the core strategy states that development which will have an adverse impact on the safety and/or capacity of the highway network will only be permitted if mitigation measures are provided to sufficiently address such issues. It also advises that new developments should be of a safe and practical design, with safe and well-designed access arrangements, internal layouts, parking and servicing facilities.

Para 109. of the National Planning Policy Framework (NPPF) states “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

The application has been assessed by one of council’s senior engineers with regards to Highways matters.

On-street parking provision on Gladstone Street and adjoining St. Saviour’s Road, comprises designated accessible spaces, resident permit-holder only spaces, time-restricted parking spaces (adjacent to the Library), H Bar restricted parking areas, and areas of unrestricted parking (please refer to the submitted Transport Note, including the diagram extract from the Parking Note attached).

The section of road directly outside the application site is currently partly unrestricted parking and a H bar marking to restrict parking across the existing dropped kerb access for the site, which would no longer be required for the application site with the proposed development.

It is assessed that the proposal should not result in a material increase in vehicle movements or change in character of traffic on the local highway network in the vicinity of the site. The site is reasonably accessible, being within reasonable walking distance of Great Moor Local centre, a primary school, a high school, bus route, Woodsmoor Train Station and various shops and services. Cycle parking is proposed to be provided for each dwelling.

Although no car parking is proposed to be provided within the site, a parking survey has been carried out which outlines that sufficient space would be available on street to accommodate the parking demand of the development (it should be noted that, based on the existing level of car ownership in the area, it would be expected that, on average, the occupiers of the dwellings would have a maximum of one car).

The cycle stores shown on the submitted site layout plan would be too small to accommodate cycles. As such, larger stores will be required. Details of the cycle parking, however, can be agreed by condition, as can other matters of detail.

In addition, paragraph 110 of the National Planning Policy Framework outlines that development should be designed to enable charging of plug-in and other ultra-low emission vehicles. As no parking is proposed to be provided within the development, it is not possible to provide EV charging points within the site. Some occupiers of the dwellings, however, may own an electric vehicle and park it on street. As such, it is concluded that there may nevertheless be a demand for occupiers to charge electric vehicles. There are not, however, any public EV charging units in the vicinity of the site and, as such, it is recommended that any approval granted is subject to a condition which requires the provision of a public EV charging unit in the vicinity of the site. The EV charging unit would need to be provided by the Council at the applicant's expense. The requirement to provide such a unit could be secured by condition.

Having regard to the comments of the highway engineer, it is considered that the proposed development promotes sustainable travel options, and it is not considered that the proposal would have an unacceptable impact on highway safety, or severe impact on the road network, subject to securing the recommended conditions.

The proposal is therefore, considered to be in accordance with policies including, CS9, T1, T2 and T3 of the Stockport Core Strategy, and the National Planning Policy Framework (NPPF), including paragraph 109.

Amenity

The NPPF advises Councils to seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 127).

The NPPF also states that “para. 180. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;
- b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
- c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.”

Policy H1 of the Core Strategy states that new development should provide good standards of amenity, privacy, safety / security and open space should be provided for the occupants of new housing. It also advises that good standards of amenity and privacy should be maintained for the occupants of existing housing.

Policy SIE-1 of the core strategy states that new development should provide, maintain and enhance (where suitable) satisfactory levels of access, privacy and amenity for future, existing and neighbouring users and residents.

These policy requirements are reiterated in the Design of Residential Development SPD, stating that new development should provide satisfactory levels of privacy and amenity for future, existing and neighbouring users.

The Council's Supplementary Planning Document (SPD) "The Design of Residential Development," regarding 'Space about dwellings,' advises that development is encouraged that promotes variety and interest, and which seeks to create an appropriate balance between built form and plot size. The SPD further advises that "A feeling of privacy, both within the dwelling and the associated garden is a widely held desire that the Council has a duty to secure for the occupants of new and existing housing. In general terms, the design and layout of the development should minimise the degree of overlooking between new houses and should not impose any unacceptable loss of privacy on the residents of existing dwellings."

Minimum space standards normally applied by the Council are then listed, with the proviso that imaginative design solutions can be appropriate and will be assessed on a case by case basis. Between habitable room windows on the street side of dwellings it is recommended that there be 21 metres (24 metres for three-storeys). Between habitable room windows on the rear side of dwellings it is recommended that there be 25 metres (28 metres for three-storeys).

It is assessed that the proposed development would appear in keeping with the character and appearance of the street scene and wider environment, and would not adversely impact upon the adjacent locally listed historic asset of Great Moor Library, subject to the agreement of boundary treatments. This is due to the proposed siting, design, layout, scale and massing, in context. The proposed terrace of four houses would relate to the building lines of 14 and 24 Gladstone Street, with the terrace fronting Gladstone Street with small front bounded curtilages with gates, and a comparable ridge height.

Conditions would be required in order to agree the materials of external construction, and also to enable the agreement of the final front boundary treatments, in the interests of the appearance of the development within the historic setting, pursuant to local and national policies.

Residential amenity of adjacent occupiers

The front building line of the proposed development would be sited approximately 14 metres to the east of the front building line of two-storey semi-detached historic house 23 Gladstone Street and Great Moor Library. On balance, it is assessed that the proposed development would not result in unacceptable impacts upon the

residential amenities of houses opposite the site, including 23 Gladstone Street, in terms of outlook, overshadowing and privacy. For example, the proposed terraced houses, whilst taller than the existing house on the application site, would be of a comparable height to 23 and 25 Gladstone Street and the majority of houses within the road; would be sited due east; and separation between the houses would be retained across the highway of Gladstone Road, along the established building line, and in keeping with the character of the street. The front elevation of 22 Gladstone Road currently includes habitable room windows, as would the proposed houses.

The rear building lines of terraced houses along Boothby Street, to the rear of the application site, would be located between 26 metres and 26.5 metres away from the rear building lines of the proposed houses. It is assessed, on balance, that the proposed development would not result in unacceptable impacts upon the residential amenities of houses along Boothby Street in terms of outlook, overshadowing and privacy. For example, this area of Hazel Grove is characterised by houses located in close proximity, as such, in common with residential gardens in urban environments, the rear of Boothby Street is already overlooked; there would remain significant separation between the built form of the properties; and the proposed houses would be of comparable height to the existing houses.

14 Gladstone Street and 24 Gladstone Street, located to either side of the application site, have been extended by way of two-storey side extensions. There are no windows within the side elevations of 14 and 24 Gladstone Street adjacent to the application site, and no windows are proposed within the side elevations of the terrace. The proposed terrace would correspond to the building lines of 14 and 24 Gladstone Street, with separation to the sides, small bounded curtilages to the front, and larger bounded amenity areas to the rear. It is assessed, on balance, that the proposed development would not result in unacceptable impacts upon the residential amenities of 14 and 24 Gladstone Street, in terms of outlook, overshadowing and privacy, due to, for example, the corresponding building lines to front and rear, together with the separation between the properties; and as windows would be to the rear elevation.

Conditions would be required to remove usual permitted development rights for extensions to the proposed houses, and additional windows and doors to the proposed houses, in order to ensure that any additional future impacts can be assessed and controlled by planning application, pursuant to local and national policies.

With regard to the proposed residential use, and the potential for the activity of people at the properties to cause associated noise and disturbance, it is not considered that the proposed residential use of the site would generate activity that would result in neighbouring land users being exposed to an unacceptable increase in noise and disturbance, pursuant to local and national policies. This is due to the compatible nature of the scale of the residential use within a residential area, and the commensurate level and nature of residential activity.

Conditions of planning approval would be required with regards to the submission and agreement of a demolition method statement and a construction management

plan, in the interests of amenity and the safe flow of the highways, pursuant to policies including Core Strategy policy SIE-3 and T-3.

Occupiers' amenity

Pursuant to the above policies, with regard to the level of residential amenity future occupants of the proposed apartments would enjoy, future occupants would be provided with adequate space, together with light and outlook from their habitable room windows.

Each property would have a bounded rear garden area, including patio, lawn, planting, a facility for covered and secure storage for cycles, together with space for segregated recycling and waste storage. There would be external access between Gladstone Street and the rear of the properties for all properties, via the external gated access routes along the gables of the terrace. The submitted drawings are annotated to state that the rear amenity areas would range from 36 square metres to 39 square metres.

Policies, including Core Strategy policy SIE-2 and saved UDP policies L1.1 and L1.2, advise that adequate formal recreation and children's play space and facilities should be provided to meet the needs of the residents of the development, therefore, in accordance with the policies and the Council's SPD Open Space Provision and Commuted Sum Payments, a Section 106 legal agreement would be required to secure the relevant monies to provide and maintain such recreational facilities.

Ecology

Policy SIE-3, which relates to protecting, safeguarding and enhancing the environment, states that the Borough's biodiversity shall be maintained and enhanced, with planning applications being required to keep disturbance to a minimum and where required identify mitigation measures and provide alternative habitats to sustain at least the current level of population.

No evidence of roosting bats was recorded during the survey and the property proposed for demolition was assessed as offering negligible bat roosting potential. The proposals are therefore considered to be of low risk to roosting bats. As a precautionary measure it is advised that an informative is used with any planning consent so that the applicant is aware of the potential (albeit low) for bats to be present on site. It should also state that the granting of planning permission does not negate the requirement to abide by the legislation in place to protect biodiversity. Should evidence of bats, or any other protected species be discovered on site at any time during works, works must stop and a suitably experienced ecologist be contacted for advice.

If the proposed demolition works have not commenced by January 2022 (i.e. within two years of the January 2020 surveys) it is recommended that an update survey is carried out in advance of works to ensure the baseline and assessment of impacts in respect of bats and other potential ecological receptors remains current.

A condition should be attached to any planning consent granted stating that the spread of *Rhododendron ponticum* will be avoided. It is advised that this species is

removed from site and disposed of appropriately following best practice standard guidance (e.g. at a licensed tip).

Developments are expected to provide net gains for biodiversity (in accordance with national and local planning policy). This should include the provision of bat and/or bird roosting/nesting facilities within/on the proposed buildings. The provision of four bat and/or bird boxes would be appropriate (at a rate of one per new property). For example, two integrated boxes (which can be faced in materials to match the building exterior e.g. Habibat boxes) could be placed at each gable end of the proposed terrace. Details regarding the proposed number, type and location of bat and bird boxes should be submitted to the LPA for review and this can be secured via condition.

Submitted plans indicate provision of four new trees on site and hedgerow planting along the frontages of the proposed properties. Landscape planting should comprise locally native species and/or species beneficial to wildlife. For example holly and/or yew would be suitable for hedgerow planting if evergreen species are preferred. Details of proposed planting (species and number) should be submitted to the LPA for review. Where possible mixed species native hedgerows should be provided to demark plot boundaries rather than using fencing to increase ecological value of the site. Where fencing must be used it is advised that occasional gaps are provided (13cmx13cm) at the base of any boundary fences/walls to maintain habitat connectivity for species such as hedgehog.

In relation to breeding birds it is recommended that works are timed to avoid the bird nesting season where possible and that should vegetation clearance/demolition works take place between 1st March and 31st August inclusive, a pre-works survey for breeding birds is carried out no more than 48 hours in advance of works by a suitably experienced person to confirm presence/absence of nesting birds and ensure mitigation measures are in place to avoid impacts on nesting birds as appropriate (e.g. implementation of buffer areas to avoid disturbance until nesting has finished). This should be secured by condition.

Any proposed lighting should be sensitively designed so as to minimise impacts on wildlife associated with light disturbance (following the principles outlined in Bat Conservation Trust guidance: http://www.bats.org.uk/pages/bats_and_lighting.html).

Airport Safeguarding

The development accords with airport safeguarding considerations, pursuant to policies including EP1.9 – Safeguarding of Aerodromes and Air Navigation Facilities and SIE-5: Aviation Facilities, Telecommunications and other Broadcast Infrastructure.

Energy Efficiency

Policy SD-3 of the Core Strategy, which relates to delivering the energy opportunities plan, states that minor developments should give consideration to incorporating low carbon and renewable technologies in order to make a positive contribution towards

reducing CO2 emissions. An energy statement has been submitted that gives consideration to the use of various energy saving technologies.

Land contamination and stability

Pursuant to Core Strategy policy SIE-3 and the NPPF, conditions to require site study and investigations regarding contaminated land to be carried out prior to the commencement of development are required, together with conditions regarding any required remediation and verification.

Drainage

Policy SD-6 of the Core Strategy states that all development will be required to incorporate Sustainable Drainage Systems (SuDS), so as to manage the run off of water from the site. The policy requires development on Brownfield sites to reduce the rate of un-attenuated run off by a minimum of 50%, with any development on Greenfield sites being required to ensure that the rate of run off is not increased. In order to ensure compliance with the policy, a condition is required to be imposed, requiring the submission, approval and subsequent implementation of a scheme to manage sustainable surface water run-off from the site.

Conclusion

The development of 4 three-bedroom houses would make a small, but nonetheless valuable, brownfield, windfall contribution to addressing the shortage of new housing in Stockport. The development does not specifically provide vehicle parking provision for occupiers or their visitors, however, the site is located in an area where amenity space, shops and services are accessible on foot or by nearby bus service, and usable covered and secure cycle storage is to be provided to encourage sustainable travel options, including cycling and train travel. Vehicle parking surveys have indicated that there is space on-street for some vehicle parking. The proposed design of the residential units would appear acceptably within the character of the street scene, and would ensure a good standard of amenity for the occupiers of the accommodation, whilst not, on balance, unduly impacting upon the residential amenities of the occupiers of existing neighbouring properties.

Overall, the proposal is considered to comply with the development plan and the NPPF for the reasons set out within the report and therefore, the NPPF requires the development to be approved without delay.

RECOMMENDATION

Grant; subject to conditions and Section 106 Legal Agreement to provide and maintain formal recreation and children's play space and facilities.