ITEM

Application Reference	**DC/076583**
Location:	192 Chester Road, Hazel Grove, Stockport SK7 6EN
PROPOSAL:	Proposed change of use from a dwelling house (Use Class C3) to a 12-bedroom care home for the Elderly (Use Class C2), roof extension, rear elevation (ground and first floor extensions), front elevation (two-storey extension), landscaping, car parking and associated infrastructure.
Type Of Application:	Full Application
Registration Date:	18.05.2020
Target Date:	Extension of time
Case Officer:	Helen Hodgett
Applicant:	Dr Miriam Al-Amin, C/o Agent
Agent:	Mrs. C. Clarke, Bramhall Town Planning Ltd.

DELEGATION/COMMITTEE STATUS

This application is before Planning and Highways Regulation Committee (PHR) for your consideration, as requested by members of Stepping Hill Area Committee during their Area Committee meeting of 15/12/20. A summary of the Committee proceedings is included at the end of this report, and the webcast of the meeting is available upon the website for completeness.

Stepping Hill Area Committee members sought clarification of a number of matters regarding this application to inform the consideration of members of Planning and Highways Regulation Committee. The matters raised and the responses are included as follows.

- **Query third floor bedroom accommodation and compatibility with Building Regulations, Fire Regulations, and ventilation; also query size of bedrooms, with request for schedule of all bedroom sizes**

It is confirmed that the scheme would need to comply with all aspects of the Building Regulations, including fire and thermal requirements, and would be checked as part of the Building Regulations submission. This is not something that would be considered as part of the planning application. It is an issue covered by the Building Control Body and the Fire Service.

Notwithstanding this, the Agent has responded to provide a schedule of the bedroom sizes:
Bedroom 1 = 14 sq.m
Bedroom 2=13 sq.m
Bedroom 3=12 sq.m
Bedroom 4= 12 sq.m
Bedroom 5= 12 sq.m
Bedroom 6=15 sq.m
Bedroom 7=12 sq.m
Bedroom 8= 12 sq.m
Bedroom 9= 12 sq.m
Bedroom 10= 12 sq.m
Bedroom 11= 12 sq.m (second floor)
Bedroom 12=12 sq.m (second floor)

All 12 bedrooms will have private en suites. All the bedrooms are between 12 sq.m – 15 sq.m, plus the ensuite bathrooms. There are also some with much larger bathrooms to accommodate disabled needs and wheelchair turning areas (which is shown on the submitted drawings).

To clarify, there is no national planning policy minimum bedroom standard, nor any Stockport Council minimum bedroom size standard. The architectural designer working on the scheme has designed care homes in in the past and is familiar with 'Dignity in Care' Standards from the Department of Health which is used as an industry minimum standard. This is referenced in the planning application already. Page 24, standard 23 specifically refers to floor areas an extract is below and the full document is attached.

"In all new build, extensions and first time registrations, all places are provided in single rooms with a minimum of 12sq metres usable floor-space (excluding en-suite facilities)." The scheme is wholly able to meet this minimum standard.

In addition, the LIN publish more updated guidance that is also used by the industry, which the application has given due consideration to, and meets it, a link is https://www.housinglin.org.uk/Topics/browse/Design-building/Design/

In addition, the communal living space provided is some 49sq.m.

One member of committee raised concern with ventilation in the upper floor. It is worth clarifying that whilst the second floor utilises roof space, it is not a loft, two of the 12 bedrooms are provided on the second floor. The roof is to be raised by 65cm and dormers provided, to create further head height and full window, which will be opening for ventilation. All to be in line with Building Regulations. The space is also accessed by a lift.

- **How would parking demand be managed during changeover of staff?**

As explained in the Highways consultation response, 5 car parking spaces are proposed to be provided for the care home (3 standard spaces and two spaces for disabled badge holders). This is in line with the adopted parking standards and should meet demand (2 staff would be employed per shift), allowing 3 spaces for

visitors or staff change over. A range of sustainable travel options are available, including walking, cycling, bus and train travel.

It has been confirmed that visitors would not be encouraged to visit during shift changes.

Notwithstanding this, in considering the members points, the applicant has advised they would accept a condition that requires the submission of a management plan to address any concerns in relation to any conflicts with visiting times and staff change over.

The Highways Engineer has responded to advise that the level of parking accords with the adopted parking standards and should meet demand. A Parking Management Plan, however, would allow the care home to be managed so that visiting time, doctor visits, shift changes etc. did not coincide, which should address Members concerns in respect to demand exceeding supply resulting in car parking over spilling onto the public highway.

- **Could we impose a requirement for S.106 monies to fund 'count down markers' for the 30 mph in relation to 'Norbury Hollow' to advise/remind motorists to slow to the required 30 mph at the road signage before this section of Chester Road?**

A response has been sought from Traffic Services on this matter, and a verbal update will be provided at the meeting of PHRC.

DESCRIPTION OF DEVELOPMENT

Planning permission is sought for the change of use from a five-bedroom dwelling house (Use Class C3) to a 12-bedroom care home for the Elderly (Use Class C2), roof extension, rear elevation (ground and first floor extensions), front elevation (two-storey extension), landscaping, car parking and associated infrastructure.

A rear bounded and landscaped amenity area of 300 square metres would be provided to the western rear of the site, incorporating segregated waste and recycling storage. The scheme includes the provision of 5 car parking spaces, 2 of which are accessible (and 2 provide for period ambulance parking when required). Cycle storage for 6 bicycles if proposed to be provided on site. It is envisaged that there are likely to be approximately 2 staff on site at any one time, on a shift basis.

The existing building comprises, ground floor, first floor and un-used roof space. The total ground and first floor area extends to 205 square metres. The proposed ground floor, first floor and roof space accommodation would comprise 398 square metres.

The existing single storey extension would be demolished to provide a two-storey extension. A further single storey extension would be provided to the rear. The existing hipped roof would become a gabled roof, with a rear dormer and a ridge height increase of 65cm. A small two-storey front extension would also be constructed.

The existing ground floor floorspace is 125 sq.m, this will be increased to 194 sq.m which equates to 23.8% built form development across the total site area.

The side building lines of the care home building would not extend out nearer to the neighbouring properties than the current side building lines of the house. The front building line of the proposed building would not be set further forward than the extent of the existing. The proposed ridge height would not exceed the ridge height of the neighbouring houses.

A number of documents have been submitted to support the application, including layout, elevational and sectional plans; an Arboricultural Impact Assessment; Landscaping scheme; Ecological Surveys; Energy Statement; Transport Statement; Surface Water Drainage Scheme; Massing and Shading study; Design and Access Statement; and Planning Statement.

SITE AND SURROUNDINGS

This application relates to 192 Chester Road, Hazel Grove, which comprises a detached dwelling house located within a bounded, landscaped curtilage, with off-street parking to the frontage. The site is located within a Predominantly Residential Area, with residential detached properties located to either side and also opposite.

The adjacent detached property to the northern side of the application site is number 190 Chester Road. The adjacent detached property to the southern side of the application site is number 196 Chester Road.

The land to the western rear of the application site is located within the Green Belt, and within a Landscape Character Area, and includes ponds and open agricultural land. The site is located within Flood Zone 1 of the Environment Agency's mapping system.

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.

https://www.stockport.gov.uk/topic/current-planning-policies

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
HP1.3 – Avoidance of Loss of Dwellings
CDH1.3 – Care and Nursing Homes
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-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 can be a material consideration when determining planning applications.

Relevant guidance is as follows:
https://www.stockport.gov.uk/topic/current-planning-policies

Design of Residential Development 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).

<u>The presumption in favour of sustainable development</u>
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.

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: J/53409; Type: XHS; Address: 192 Chester Road Hazel Grove; Proposal: Single storey rear extension with erection of conservatory; Decision Date: 09-AUG-91; Decision: GTD

Reference: DC/044754; Type: FUL; Address: 192 Chester Road, Hazel Grove, Stockport, SK7 6EN; Proposal: Rear Extension and front garage doors altered to windows; Decision Date: 26-JUL-10; Decision: GTD

Reference: J/62128; Type: XHS; Address: 192 Chester Road Hazel Grove; Proposal: First floor side extension; Decision Date: 30-MAR-95; Decision: GTD

CONSULTATION RESPONSES

NEIGHBOURING PROPERTIES

The occupiers of neighbouring properties were notified of this planning application by letter and were also subsequently notified of amendments to the application as originally submitted, including, an amended application site edged in red, location for storage of segregated waste and recycling provision, landscaping, massing and shading images, and description of development to specifically include “care home for the Elderly.”

A site notice was additionally publically displayed to the Chester Road frontage of the site from 20/05/20 for public consultation.

Contributors at 22 addresses object to the application and contributors at 8 addresses/organisations support the application. (The objectors and supporters are not all residents of addresses within the vicinity of the site).

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

Objections:

Highways/parking

The proposed development is contrary to local planning policies and the National Planning Policy Framework (NPPF). The application has not sufficiently considered matters such as access, parking for cars and service vehicles, and the potential for conflicting patterns of movement.

Development Management Policy T-2, 3.493 and 3.496. advises that developers will need to demonstrate that developments will avoid resulting in inappropriate on-street parking that has a detrimental impact upon the safety of the highway, and that they also avoid impacting negatively upon the availability of public car parking. Development Management Policy T-3, 3.501 and 3.503.

The number of staff is likely to be higher than that proposed. The numbers of potential visitors to the site is unknown - this has not been specified and given the potentially high numbers of visitors and additional staff numbers, this could increase potential for conflicts of movement between pedestrians, cyclists, motorists and emergency vehicles to an unacceptable level, and for unsustainable levels of on-street parking, causing a detrimental impact upon highway safety for existing and future road users.

An insufficient level of car parking is proposed on-site to support the likely demand for parking spaces, which will lead to staff, resident family/visitors parking on both sides of Chester Road, which does not have a Traffic Regulation Order to prevent parking.

One parking space is proposed for visitors. It will be difficult for vehicles parking on street to avoid obstructing driveways and visibility splays.

Visibility splays and pedestrian access will be impacted by bins out for kerb-side collection. The loss of green verge for visibility is undesirable.

Proposing just one entrance will cause obstructions.

Damage to vehicles parked on-street has happened.

Accidents and various other motor related incidents have occurred already as a result of parked cars on Chester Road.

Cars coming from Woodford Road onto Chester Road are coming from a 40 mph zone into a 30 mph zone, so are often speeding, which I have evidence of and have reported to the Council. There is a bend in the road nearby that already impacts highway safety.

There are inaccuracies regarding distances from/to public transport, and buses 307 and 308 no longer run. Buses 391/392 are not hourly but every 2 hours ceasing service at 17:20 from Stockport and 16:20 from Macclesfield.

Cycling is unsafe in Mill Hill Hollow.

Local shops would be in excess of a 15 minute walk.

The site is not located in a sustainable location with easy access to transport modes other than cars.

More cars on the road would be a hindrance to cyclists and pedestrians wanting to cross the road.

Would suggest that there will be more than one food delivery per week, and there would be deliveries for PPE, medical supplies and linen etc... which need to be considered as regards traffic generation.

Road traffic accidents will be caused on what is already a busy main road used by a variety of traffic, including tractors.

Staff will not use public transport.

The Transport Note is inaccurate in assuming that there would be unlikely to be more than one vehicle per hour arriving and departing the site.

The Transport Note is not conclusive. In the evenings and at weekends there are often a number of cars parked along Chester Road, sometimes on both sides. The road may have a low accident record over the last 5 years, however, those are reported accidents. A number of vehicles have been damaged by passing cars, and other vehicles written off, including a van and a car that were written off in a bad accident outside the applicant's house.

The TRICS data does not include weekends and other selected hours, which may not be accurate or representative.

If there are 12 residents and 4 to 6 staff and only 5 parking spaces, which will mean that visitors etc… will park on Chester Road.

The situation outside the NUPAS Clinic at number 136, where visitors often double park on the road, would occur here.

Construction will create risks to highway safety.

If planning permission is regrettably approved, a condition to limit parking to within the site only ought to be attached, to prevent on-street parking and subsequent potential for safety risk. Together with a condition to provide increased parking spaces at the site, so as to minimise the potential for on-street parking.

Amenity

The proposed development is contrary to local planning policies and the National Planning Policy Framework (NPPF), together with the National Design Guide.

The proposal has been argued to be of a high quality design and sustainable. However, the alteration of the property to the extent proposed - i.e. an increase of over 100sqm floorspace - combined with the proposed alternative future use (C2) and resultant patterns and increase in movement, including additional footfall and associated noise and disturbance, and comings and goings to the premises, would result in a scheme which will detrimentally impact the local vicinity, having a negative impact upon residents and their right to private enjoyment of their home; rather than functioning well, and creating a safe, accessible place.

There will potentially be noise from ambulances, including during the night.

The proposed care home would harm the residential amenity of this part of Chester Road.

A care institution would be incompatible with the character of the area, which includes, detached dwellings within large mature landscaped gardens, with low levels of traffic.
Chester Road is relatively quiet along this section and there is a sense of neighbourliness between both sides of the road.

Prominent and unwelcome changes to the current residential character and appearance of the property would include the increase in the height of the house, extensions, the loss of the front garden to demarcated tarmac and parking, the erection of high cage-like railings to the front boundary, and signage.

The level and scale of building work is concerning. The footprint would increase from 205 square metres to 332 square metres and the number of bedrooms from 5 to 12. This is over twice the size of the current property and the scale of the extension will not be subservient and will affect the amenity of residents, including privacy, and overshadowing, having an over dominant and over bearing impact rather than a limited impact.

In comparison to surrounding properties, the proposed level of development would result in inappropriate scale and massing.

Transient staff and residents would be present at the property in close proximity to neighbouring long-term residential occupiers. Privacy within the external areas of adjacent properties would be compromised.

Light pollution would be caused by lighting 24/7 in association with the use.

The proposed use would be located and carried out in close proximity to neighbouring C3 residential properties, with resultant detrimental impacts upon the occupiers' residential amenities. Consider the properties are too close to each other for this development.

The land to the rear of the site is not within the applicant's ownership, therefore, it is beyond their control and may not remain an open landscape and vista.

Waste is likely to include medical and hazardous waste. Waste would be stored next to neighbouring residential properties, with resultant impacts, including odour and rodents. Potential impacts of waste upon farming land and the lake to the rear.

The care home would set a precedent for development other than residential within a currently solely residential locality.

The applicant and their employer is associated with services in mental health and not care of the elderly.

There is a risk that the care home will not be used for care for the elderly Use Class C2, but for other types of care within Use Class C2, including people in need of care, which would pose a risk, which is not mitigated for in this application.

Problems with disturbance and anti-social behaviour can occur outside and in the vicinity of care homes. A different C2 use could bring people to the area that could pose a threat to the safety of our children.

A care home for juveniles, reforming offenders, rehabilitation etc… is a great concern.

The proposed substantial boundary treatment suggests required security.

Would question as to whether the Council could realistically limit the use of the home for a C2 use solely for the elderly?

A subsequent application could be made for a further change to Use Class C2(A); a secure residential institution.

Management may not be accessible to discuss concerns in the event they arise.

If the business fails, due to the scale of the building, the building may lie vacant, which would cause issues.

If planning permission is regrettably approved, a condition to limit the use to a care facility for elderly persons only ought to be attached.

The proposed reclassification/redevelopment of 192 Chester Road from Class C3 to C2 will have a profound and detrimental effect to peaceful enjoyment of property, as outlined in the Human Rights Act 1998, Protocol 1, Article 1.

Other matters

The loss of mature hedges and landscaping will severely impact upon the ecology and biodiversity of the environment. Hedging is home to birds and animals and is used by larger animals for a cover and as a route between territories, including by foxes and badgers.

Core Strategy policy CS2 strongly suggests that the existing residential housing stock should remain in residential use.

Policy AS-2 includes provision for community facilities within centres; the proposal is in appropriately located outside of a centre, such as Marple or Cheadle.

Clause C (1) of their Title No. GM148887 stipulates that they shall "not permit any dwelling house or other buildings erected on the said plot of land to be occupied or used for the purpose of any trade or business whatever nor convert or permit to be converted any dwelling house or other building or appurtenant thereto into a shop or factory or permit the said land or any building thereon to be occupied or used for any purpose that might be deemed a nuisance or annoyance to the owners or occupiers of any adjoining or neighboring dwelling houses."

There is no evidence of need for the proposed development. There is no evidence or justification provided that there is a shortage of elderly care homes in Hazel Grove.

Understand that the NUPAS Clinic at number 136 is for sale and could be instead used as a care home.

The proposed development is not justified in the context of alternative, more appropriate sites. There are planning approvals granted on other sites. For example, ref. DC/073177 planning permission at 90 Chester Road. This consent ought to be utilised and completed rather than applying for another site when C2 use is yet to be implemented at that site. Others, such as, DC/056769 were granted in areas like Marple - which, as outlined in planning local policy (Development Management Policy AS-2), is a preferred location for C2 use / applications.

The applicant's motivation is not to provide social care, but profit and to increase the value of the property and then move away.

House prices will fall if a mixed use classification is permitted, and impact other residential investments long term.

Community consultation has been deficient.

Support:

This proposal offers a different option to current care homes, with a smaller, more personable, intimate and homely feel that is evident from the designs, with a pond and views to the rear of countryside, to elevate quality of life.

Suitable and quality care homes are in demand in in Hazel Grove and the surrounding area.

As generations grow older it is important there are suitable care facilities to look after their needs. In Stockport mid to high level residential property developments have been built, yet services for older residents is lacking.

The small nature of the development is such that the surrounding areas would not be impacted and overall will have a significant net benefit to society.

The development will bring employment opportunities for construction workers and for local healthcare workers.

The house is in need of renovation and the development would improve the appearance of the property. The development would not cause overlooking and would include landscaping.

Two testimonies have been provided regarding the capability and professionalism of the applicant as a mental health practitioner, and the suitability of the applicant to run a care home.

Would support the provision of high quality out of hospital care for patients who no longer require care in an acute hospital environment.

CONSULTEE RESPONSES

SMBC Highways – This application seeks permission for the change of use of an existing dwelling at Chester Road, Hazel Grove, to a 12-bedroom care home, together with associated extensions to the building and amendments to the site's access and parking arrangements. 5 car parking spaces (including two spaces for disabled badge holders) are proposed to be provided and the existing access will be widened and modified a part of the scheme. A Transport Note (TN), which reviews highways and transportation issues relating to the development, has been submitted in support of the application. After examining the application, I would make the following comments:

Access and highway impact

The Transport Note submitted in support of the application outlines that, based on an interrogation of the TRICS database, a care home of the size proposed would be expected to generate 2 vehicle movements during the AM and PM peaks and 24 during the day (7am-7pm). This level of movements should not have a material impact on the local highway network in the vicinity of the site.

With respect to access, the existing access that serves the site is proposed to be moved a little to the south and widened to 5.5m to improve access into the site. Pedestrian visibility splays are also proposed to be provided, and the TN outlines that the access will benefit from an acceptable level of vehicular visibility. A vehicle swept-path diagram included in the TN shows that an ambulance / mini-bus would be able to turn into and out of the site. Subject to the access being constructed to the Council's specification, I would consider such an access suitable for serving a care home of the size proposed.

Parking

5 car parking spaces are proposed to be provided for the care home (3 standard spaces and two spaces for disabled badge holders), together with EV charging points and 6 spaces for cycles (4 covered / secure). This is in line with the adopted parking standards and should meet demand (2 staff would be employed per shift), allowing 3 spaces for visitors. There will be a need to agree details of the car parking and EV charging, although these matters can be dealt with by condition. A Sheffield cycle stand for visitor cycle parking and 2 no. cycle lockers are proposed to be acceptably provided, to be secured by condition.

Servicing

The site's car park will be of insufficient size to enable large service vehicles to enter, turn within and exit the site in a forward gear but, subject to the "ambulance reversing area" shown on the submitted plans being retained and available for turning, vans and other small delivery vehicles will be able to service the site from the site's parking area. Refuse collection and servicing by other large vehicles, however, will need to be carried out from the public highway. Due to the small size of the care home, the site will not need to be serviced on a frequent basis and much of its servicing is likely to take place using smaller vehicles. When ambulances visit

the home, any staff parking in the staff spaces will need to be moved to provide room for an ambulance. This is unlikely to be a frequent occurrence and would be able to be managed. As such, subject to the turning area being clearly delineated / signed and retained for such use and a servicing method statement being produced, I would consider the proposal acceptable in this respect.

Accessibility

The site is located within an existing residential area, is on a bus route, is within reasonable walking distance of another bus route and is approx. 800m away from a number of local shops. The buses serving the nearby bus stops, however, are not frequent (they are normally hourly) and do not operate on Sundays, the nearest bus stop for northbound services is 600m from the site (beyond the recommended 400m distance) and nearest station is beyond the maximum recommended walking distance (it is approx. 1.2km away).

With respect to cycling, whilst there are no cycle facilities in the immediate vicinity of the site, there are cycle facilities in the wider area and a new cycle route is proposed to be constructed along Dean Lane / Jacksons Lane. As such, whilst the site could not be regarded as being very accessible, I would conclude that the level of accessibility is sufficient enough so as to not warrant a recommendation of refusal on the grounds of accessibility, subject to cycle parking and shower, changing and locker facilities being provided.

Conclusion

Subject to matters of detail, which can be dealt with by condition, the proposal should not have an adverse impact on the local highway network and will be in line with transport policy. As such, I raise 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.

No work shall take place in respect to the construction of the approved access, as indicated on drawing PL01 Rev P11, 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
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 occupied 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.

A detailed drawing outlining a scheme to reconstruct the existing footway and reinstate the existing verge that abuts the site (which shall include the removal of the redundant section of footway / verge crossing) 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 and the verge reinstated 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.

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no gate or other means of obstruction shall be erected across the vehicular access that will serve the approved development at any time.
Reason: In order to ensure that vehicles can enter and exit the site unhindered so that they are not required to stop of the highway and therefore be a threat to highway safety and / or affect the free-flow of traffic in terms of Policies SIE-1 'Quality Places', CS9 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

A method statement detailing how the development will be serviced and visits by ambulance to the site will be managed shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall include details of times of servicing, the size and type of vehicles that will service the site, where service vehicles will load / unload and how servicing and visits to the ambulance will be managed. The development shall only be serviced in accordance with the approved method statement.

Reason: To ensure that the development is serviced in a safe manner, having regard to Policies SIE-1 'Quality Places' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

No work shall take place in respect to the construction of the access drive and car park to be provided for the approved development, as indicated on drawing PL01 Rev P11, until a detailed drawing of the access drive and car park has been submitted to and approved in writing by the Local Planning Authority. Details shall include how the access drive and car park facilities will be surfaced, drained, marked out, signed and illuminated and how the turning area will be delineated / signed. The approved development shall not be occupied until the access drive and car park has been provided in accordance with the approved drawing and is available for use. The access drive and car park shall thereafter be retained and shall remain available for use. The access drive and car park shall be illuminated at all times during the hours of darkness that the car park is in use (either permanently or using motion-controlled lighting). The turning area shall thereafter be retained, kept clear and shall remain available for turning / manoeuvring.
Reason: To ensure that adequate parking and turning facilities are provided and that they are appropriately located and are of a safe and practical design, in accordance with Policies SD-6 'Adapting to the impacts of climate change', SIE-1 'Quality Places', T-1 Transport and Development', T-2 'Parking in Developments' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD, supported by Chapter 10, 'Parking', of the SMBC 'Sustainable Transport' SPD.

Details of a scheme to provide two charging points for the charging of electric vehicles within the approved car park shall be submitted to and approved in writing by the Local Planning Authority. Details to be submitted shall include the location and details of the charging points and a method statement outlining how electric charging points will be managed and operate. The approved development shall not be occupied until the electric vehicle charging points have been provided in accordance with the approved details and are available for use. The electric vehicle charging points shall thereafter be retained, as approved, and shall remain available for use. The electric vehicle charging points shall be managed and operated at all times in complete accordance with the approved method statement (or alternative method statement as may have been approved in writing by the Local Planning Authority).
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.

The approved development shall not be occupied until the following cycle parking facilities have been provided within the site in accordance with the details indicated on drawing PL09 Rev P11 and are available for use:

1) A Sheffield cycle stand for visitor / short-stay cycle parking
2) 2 no. BikeBunker cycle lockers for staff / long stay cycle parking

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 paragraphs 10.9-10.12 'Bicycle Long and Short Stay Parking', of the SMBC Sustainable Transport SPD.

The development shall not be occupied until the staff shower room, as indicated on drawing PL03 Rev P07 'Existing and Proposed Plans', has been have been provided in accordance with the approved drawing, together with a minimum of 2 lockers for the storage of clothes / shoes / equipment, and the shower room and lockers are available for use by staff. The facilities shall then be retained and shall remain available for use at all times thereafter.
Reason: To ensure that suitable facilities are provided that will permit and encourage the use of sustainable modes of transport in accordance with Policies SIE-1 'Quality Places', CS9 'Transport and Development', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

INFORMATIVES

In addition to planning permission, the applicant / developer will need to obtain the consent of / enter into an agreement with the Highway Authority (Stockport Council) for the approved / required highways works. There will be a charge for the consent / to enter into an agreement. Consent will be required / 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.

A condition/s of this planning consent requires the submission of detailed drawings / additional information relating to the access arrangements / parking / works within the highway. Advice on the discharge of highways related planning conditions is available within the 'Highways and Transport Advice' section of the planning pages of the Council's web-site (www.stockport.gov.uk). The applicant is advised to study this advice prior to preparing and submitting detailed drawings / the required additional information.

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SMBC Director of Public Health – Active Travel: the promotion of active travel and public transport is key to maintaining physical and mental health through fostering activity, social interaction and engagement outside of the care home. The site is in a

reasonable location for walking, cycling and public transport enabling residents and staff to access the site and nearby shops via sustainable transport options. However, benches at bus stops and on routes to the local centre could potentially enable care home residents to choose walking and public transport options (see Age Friendly Design Guidance below). The promotion of active travel and public transport is key to maintaining physical and mental health through fostering activity, managing healthy weight, reducing emissions from vehicles and enabling social interaction. It is noted that there is no consideration of the Bramhall Park to A6 cycling infrastructure project in the Transport Statement which should be on the ground this summer with completion due next year. This will be a major improvement on the current position as stated in the Transport Statement.

Ageing Well: Stockport Council has adopted an Ageing Well Strategy which takes account of the World Health Organisation guidance on appropriate place making for older people that can help with this issue, including for older people's residential provision. The design considerations are critical to ensuring that the needs of the growing ageing population of Stockport are addressed where practicable through new development, particularly where that development provides accommodation for older residents: www.who.int/ageing/publications/Global_age_friendly_cities_Guide_English.pdf

Green Infrastructure (GI): offers multifaceted health benefits whether it be shading in hot or wet weather, tackling social isolation through outdoor amenity spaces, providing recreational and interactive spaces and food growing areas to encourage activity and healthy eating (ranging from planters to raised beds). Consideration of native trees and biodiversity are key to enabling public health benefits from green infrastructure enhancement not just around addressing flood risk but also in terms of tackling stress and its exacerbating effect on health, through provision of pleasant relaxing environments and views. In terms of public health benefit the proposed provision of an outdoor area on this site is welcome. The benefits of such areas include tackling urban heat island impacts, improving air quality and enabling links between existing natural capital assets such as the nearby green belt and local open spaces to ensure biodiversity net gain. The summertime comfort and well-being of the urban population has become increasingly compromised. In contrast to rural areas, where night-time relief from high daytime temperatures occurs as heat is lost to the sky, the urban environment stores and traps heat. This urban heat island effect is responsible for temperature differences of up to 7 degrees (Centigrade) between urban and rural locations. The majority of heat-related fatalities during the summer of 2003 were in urban areas and were predominantly older more vulnerable members of society (Designing urban spaces and buildings to improve sustainability and quality of life in a warmer world).

SMBC Environmental Health – Land Contamination – The developer will need to keep a watching brief for any unexpected contamination and report if any is found or suspected. As such, request the con2 informative, in case of discovery of unexpected contamination.

SMBC Environmental Health – There is no objection to the application. Recommendations for hours of construction and a site specific dust management plan.

SMBC Nature Development Officer – The site has no nature conservation designations, legal or otherwise.

Legally Protected Species: An ecological survey (Extended Phase 1 Habitat Survey) has been carried out and submitted with the application. The survey was carried out in January 2020 (Rachel Hacking Ecology Ltd, Extended Phase 1 Habitat Survey & Daytime Bat Survey) and mapped the habitats present on site. The potential for protected species to be present was also assessed. Habitats on site comprise amenity grassland and bare ground with scattered trees, hedge and scrub habitat.

Many buildings and trees have the potential to support roosting bats. All species of bats, and their roosts, are protected under 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.
    b) the local distribution of that species.
3) Damage or destroy a breeding place or resting site of such an animal.

An internal and external survey of the building on site was undertaken. No signs of roosting bats were observed. Potential roosting features were recorded including: gaps in mortar at gable verges and at the edge of the single storey component to the rear of the building; gaps under tiles on the garage to the front elevation; gaps in wooden soffits at south and east elevations. The report assesses the building as offering negligible potential to support roosting bats since no evidence of bat presence was found within the roof void. However, should bats roost in the features detailed above, signs of their presence would not necessarily be found within the roof void. Following a request for further survey information from the LPA in accordance with best practice guidelines, a bat activity survey (dusk emergence) was carried out on 10 June 2020 (Rachel Hacking Ecology Ltd, Bat Emergence and Great Crested Newt Assessment report). No bats were observed emerging from the building. Common and soprano pipistrelle bat foraging activity was recorded on site.

None of the trees on site were found to support potential bat roosting features.

The building, trees and other vegetation on site offers suitable bird nesting habitat. All breeding birds and their nests are protected by the Wildlife and Countryside Act 1981 (as amended).

The site is adjacent to a pond. Ponds and their surrounding terrestrial habitat

have the potential to support amphibians such as great crested newt (GCN), which receive the same level of legal protection as bats, and also toad (which are a UKBAP Priority Species and listed on Section 41 of the NERC Act as a species of Principle Importance). There are records for GCN within the wider area (approx. 400m away). Suitable terrestrial habitat for GCN on site is mainly limited to the hedge and shrub vegetation habitats round the edge of the site. Much of the rest of the site comprises short mown grassland and bare ground which have less suitability for GCN. A Habitat Suitability Index (HSI) survey of the pond assessed the pond as having average suitability (score 0.67) to support GCN.

There do not appear to be any other ponds within 250m of the application site. GCN typically exist as meta-populations with several ponds within their range. Since the pond adjacent to the application site is relatively isolated (by distance) from other ponds within the local pondscape, the likelihood of GCN being present is reduced.

Following a request for further survey info by the LPA, a concerted effort was made to contact the land owner of the pond in order to undertake a survey for GCN (eDNA survey). No access was granted. In this instance the proposed Reasonable Avoidance measures detailed in the submitted GCN Assessment report are considered a suitable approach to minimise the risk of potential impacts to any GCN and other amphibians which may be present during works.

No evidence of other protected species (such as badger) was observed during the survey.

Invasive Species: *Cotoneaster* sp. and *Rhododendron ponticum* were recorded on site. Rhododendron and several species of Cotoneaster are 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 these invasive species in the wild.

Recommendations: No evidence of roosting bats was recorded. Bats can however often switch roosting sites and can sometimes roost in unlikely places. An informative should be attached to any planning consent granted so that the applicant is aware of the potential for bats to roost in buildings and trees. It should also state that the granting of planning permission does not negate the need to abide by the legislation in place to protect biodiversity and in the event that evidence of a bat roost (or any other protected species) is discovered on site at any time during works, works must stop and a suitably experienced ecologist be contacted for advice.

Ecological conditions can change over time. If works have not commenced within 2 years of the June 2020 surveys it is recommended that update ecology survey work is undertaken prior to commencement of works to ensure that the ecological impact assessment is based on sufficiently up to date baseline conditions. This can be secured via condition.

No access was possible to survey the pond adjacent to the site for GCN. It is advised that the Reasonable Avoidance Measures detailed in section 4.7 of the June 2020 Rachel Hacking Ecology Ltd Bat Emergence and GCN Assessment

report are followed in full. This will help minimise the potential risk to amphibians during works should they be present within the application area. These measures should be secured by condition and this includes (but is not limited to) that works must cease and a suitably experienced ecologist be contracted for advice should evidence of GCN be found on site.

In relation to nesting birds, roof works and vegetation clearance should be timed to avoid the nesting bird season (which is March-August, inclusive). If this is not possible a breeding bird survey by a suitably experienced person will be required immediately prior to commencement of works to confirm presence/absence of breeding birds and ensure that adequate buffers are in place to prevent disturbance to nesting birds. This should be secured by condition as part of any planning consent granted.

A condition should be attached to any planning permission granted to state that the spread of Cotoneaster and Rhododendron will be avoided, and ideally these species should be eradicated from the site using best practice measures prior to development commencing.

Replacement planting will be required for any proposed tree loss. The proposed landscaping plan has been submitted with the application and shows shrub and tree planting including native and wildlife-friendly ornamental species. Details of four proposed bird boxes and two bat boxes are also shown on the landscape plan. In addition the landscape plan states that occasional gaps (130mm x 130mm) will be provided in the base of close board fencing at the site boundary to maintain habitat connectivity for species such as hedgehog and toads (which are species of Principal Importance under the NERC Act). These measures should be implemented in full to ensure that the development secures enhancements for biodiversity in accordance with national and local planning policy.

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: https://www.bats.org.uk/news/2018/09/new-guidance-on-bats-and-lighting).

SMBC Arborist – There are no legally protected trees within this site or affected by this development. The building for development footprint is shown at this stage within the informal grounds of the existing site and the proposed development will affect the trees and hedges on site.

A full tree survey has been supplied as part of the planning application to show the condition, amenity levels of the existing trees, and where applicable which trees could be retained to increase the amenity levels of the site with retained mature trees.

Three trees (T1 (Cypress), T6 (Ash) and T7 (Cedar)) to the rear of the site, one small group of trees to the rear of the site (G3 (Ash and Cypress)), and three lengths of hedges (native and non native) to the front curtilage of the site are to be removed, as detailed in the arboriculture report (AIA). It is acknowledged that some of these are

in a poor state, and that with an enhanced landscaping scheme as part of any development, could be mitigated. The proposed landscaping scheme is acceptable and provides sufficient mitigation.

The protective fencing will be required to be installed prior to any development works at the root protection areas to prevent any damage occurring during these works including the improved landscaping phase of the works. The site compounds and material storage needs to be kept away from all retained trees and the root protection areas.

SMBC Energy - The submitted energy statement is broadly compliant with the requirements of Core Strategy Policy SD3 on energy statement content. The proposals include achieving the minimum current Part L and also considers the potential for solar PV on the roof. There are elements of the energy statement that could be challenged in terms of claims made about carbon emissions and lack of space for some technologies, which could either require further evidence or more detailed consideration. However, in light of the promised potential inclusion of solar PV, accepting of the energy statement in its current format.

It should be shared with the applicant that the running costs of the property would be reduced such that the cost of installing such technologies could be offset in longer term energy savings. The inclusion of low / zero carbon energy would ensure that this development contributes to the GM Zero Carbon target for 2038. It could also prevent the need for costly retrofit of the property in the future as the requirements for property owners to do so becomes ever more likely in the face of the climate emergency: https://greatermanchester-ca.gov.uk/what-we-do/environment/

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

ANALYSIS

Principle

Regarding the Council's policy for the avoidance of the loss of dwellings, (saved UDP policy HP1.3), the proposal would involve the change of use of one family

house for the provision of later life living accommodation for 12 residents, retaining the residential purpose of the site.

The Council's planning policy regarding care and nursing homes is established within saved UDP policy CDH1.3. The policy provides that care and nursing homes are appropriately located in residential areas and the Council will require that they do not adversely affect neighbouring properties or the area. The provision of amenity space around the building is important for the enjoyment of residents and also for the protection of the residential character of the area. Also, the location of care homes close to local facilities such as shops, a post office and parks is considered important. Inappropriate extensions can cause problems due to the intensity of the use and the scale of the building may be inappropriate or cause unacceptable overlooking or loss of privacy to adjoining dwellings.

Policy CDH1.3 establishes a number of criteria, and advises that subject to the overall requirements of Policy CDH1.1 (which has been superseded by the Core Strategy policies, including, SIE-1 and SIE-3), conversion of a dwelling to a care or nursing home will be permitted provided that the proposal:

1. Provides a minimum of 15 square metres of amenity space per resident in one continuous usable area;

2. Provides car parking in accordance with TD1.4 (which has been superseded by the Core Strategy policies, including, T2). Parking areas should be screened from public view by retention of existing trees and mature planting where possible. A landscaping scheme acceptable to the Council should be implemented within one planting season to screen parking areas;

3. If a change of use is proposed, is in a detached dwelling or a pair of semi-detached dwellings where both are to be converted simultaneously;

4. In the case of care homes, is within reasonable walking distance of local facilities.

It is confirmed that there would be 300 square metres of amenity space provided to the western rear of the property, which would equate to 25 square metres per resident.

An acceptable level of car parking provision is proposed, including 5 car parking spaces, (3 standard spaces and two spaces for disabled badge holders), together with EV charging points and 6 spaces for cycles (4 covered / secure). This is in line with the adopted maximum parking standards (2 staff would be employed per shift), allowing 3 spaces for visitors. The parking area is to be screened with native Yew hedging along the boundary of the site with Chester Road.

In accordance with policy CDH1.3, the change of use relates to a detached property, which is located within reasonable walking distance of local facilities, reportedly including a convenience shop, hair and beauty business, a farm shop and a garden centre.

The closest bus stops to the site are situated on the A5143 Dean Lane, A5143 Jacksons Lane and Chester Road just north of the A5143. These stops are all between 200 and 350 metres from the site. There is also a northbound stop on Chester Road situated approximately 600 metres from the site north of Lyndhurst Avenue. Hazel Grove railway station is a 1.2km walk from the site.

Policy CDH1.3 also states that proposals for extensions should have regard to the following criteria:

5. The area remaining after an extension to a care and nursing home must be sufficient to accommodate car parking and amenity space requirements in accordance with the points above;

6. Extensions should be in scale with and smaller in mass that the original building with the whole remaining in character with its surroundings;

7. Extensions should not cause damage to the amenity or neighbouring properties by reason of overlooking or overshadowing or loss of privacy. Habitable room windows should not have a direct line of sight less than 10 metres to a neighbouring private garden or less than 21 metres to a neighbouring window of a habitable room. For ground floor habitable rooms a relaxation may be acceptable subject to a high degree of screening being agreed with the council.

As confirmed above, the proposal would include sufficient amenity and parking spaces to sustainably support the use.

Regarding the scale and massing of the extensions to the building, the scheme proposes to utilise currently un-used roof space, including a hip to gable and dormer roof extension, which would increase the height of the roof by 65cm, together with a small two-storey extension to the front elevation, the removal of the existing single-storey rear extension, and the erection of a part single-storey and part two-storey extension to the rear.

The side building lines of the care home building would not extend out nearer to the neighbouring properties than the current side building lines of the house. There would remain a gap of approximately 2.2 metres between the side building line of 192 Chester Road and the side garden boundary with 190 Chester Road, and a gap of approximately 2.4 metres between the side building line of 192 Chester Road and the side garden boundary with 196 Chester Road. The front building line of the proposed building would not be set further forward than the extent of the existing. The proposed ridge height would not exceed the ridge height of the neighbouring houses.

It is confirmed that the depth of built form to the rear would extend by a maximum of 2525mm at two-storey, plus the single-storey extension. There would be a 44% increase in the footprint of the built form, with the building footprint to plot ratio increasing from 17% to 24%.

An existing and proposed Massing and Shading study has been submitted, which shows 3 different views of the development and neighbouring properties at 3 times (9:00, 12:00 and 15:00) showing the approximate shadowing for the 4 different seasons. It appears out of 12 assessed time points over the 4 seasons that there are 2 points where 190 Chester Road may be affected by the proposed extensions. (am autumn the ground floor concertina shuttered window and first floor obscured window, and at 12 o'clock autumn, partial shadowing on the ground floor concertina shuttered window).

There exists a number of evergreen trees and hedges along the rear side boundaries of the property, of which some are to be retained and some felled (see submitted AIA). Adjacent to the rear side boundary of the property with 190 Chester Road, a 16 metre high Cedar is to be felled to accommodate the development, along with a 13 metre high group of Ash and Cyprus. Adjacent to the rear side boundary of the property with 196 Chester Road, a 12 metre high Cyprus is to be felled to accommodate the development.

No new windows are proposed in the side elevations, and the proposed front and rear elevations would continue to include window openings. There would be in excess of 21 metres between proposed windows in the front elevation and houses on the opposite side of Chester Road. There are no houses located to the rear. A glazed unit is proposed within the side elevation of the single-storey rear extension, however, this is at ground floor level and located 8 metres off the boundary, which would be screened with fencing and landscaping.

Residential Amenity

The NPPF, along with the National Design Guide, which is Planning Practice Guidance, 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 (including paragraphs 124 and 127 of the NPPF).

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."

Policy SIE-1 "Quality Places" 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 and the site boundary, the standard distance normally expected is 6 metres. Between habitable room windows and a blank elevation, the standard distance normally expected is 12 metres.

The Principle of development section of this report, above, includes consideration of the Council’s planning policy regarding care and nursing homes, saved UDP Policy CDH1.3, which requires that proposals for care and nursing homes and extensions should have regard to amenity criteria as explored above.

It is not considered that the proposed extensions to 192 Chester Road would have an unduly detrimental impact upon the amenities of the occupiers of neighbouring residential properties, including as regards outlook, overshadowing, or privacy, pursuant to saved policy CDH1.3 “Care and Nursing Homes,” SIE-1 “Quality Places,” together with amenity policies of the NPPF. This is due to the location, scale, massing and design of the extensions, in conjunction with the context and orientation of the properties, with the rear of the site to the west.

The proposed building has been designed to reduce the impact of the extensions on the amenities of the occupiers of neighbouring properties, including utilising roof space, and the building line will not be located closer to adjacent houses than now.

190 Chester Road and 196 Chester Road located to either side of the application site, do have windows within all elevations, including habitable windows within original side elevations.

There would, for example, be approximately 8 metres between the window within the side elevation of 190 with the concertina shutter and the proposed built form of 192 Chester Road. The proposed single-storey extension would be located 2.3 metres off the garden boundary with 190 Chester Road. It is not considered that the relationship between the two properties as proposed would be unacceptable in terms of overshadowing and outlook for 190 Chester Road. There would be separation between the built form of the properties, including curtilage, with boundary treatment between; there is a 16 metre high Cedar to be felled to accommodate the development, along with a 13 metre high group of Ash and Cyprus; and the Massing and Shading study advises that it appears that out of 12 assessed time points over the 4 seasons, there are 2 points where 190 Chester Road may be affected by the proposed extensions. (am autumn the ground floor concertina shuttered window and first floor obscured window, and at 12 o’clock autumn, partial shadowing on the ground floor concertina shuttered window).

There would be, for example, approximately 6 metres between windows within the side elevation of 196 Chester Road and the proposed built form of 192 Chester Road. Again, it is not considered that the relationship between the two properties as

proposed would be unacceptable in terms of overshadowing and outlook for 196 Chester Road, as there would be separation between the built form of the properties, with boundary treatment between; there is also a 12 metre high Cyprus is to be felled to accommodate the development; the Massing and Shading study advises that it appears there would be minimal impact upon 196 Chester Road, which is located to the south of 192 Chester Road.

Regarding privacy, as advised above, it is assessed that there would not be an unacceptable impact upon neighbouring occupiers as a result of the development. No new windows are proposed in the side elevations, and the proposed front and rear elevations would continue to include window openings. There would be in excess of 21 metres between proposed windows in the front elevation and houses on the opposite side of Chester Road. There are no houses located to the rear. A glazed unit is proposed within the side elevation of the single-storey rear extension, however, this is at ground floor level and located 8 metres off the boundary, which would be screened with fencing and landscaping.

It is assessed that the proposed premises would appear in keeping with the mixed character and built form of Chester Road, by reason of the proposed design, siting, scale and massing of the development and landscaping, in context, pursuant to saved policy CDH1.3 “Care and Nursing Homes,” Core Startegy policies SIE-1 “Quality Places,” SIE-3 “Protecting, Safeguarding and enhancing the Environment,” and the NPPF. The proposed building would, for example, not exceed the ridge height of adjacent properties, would retain separation to the sides, and would retain the appearance of a residential property, with a landscaped Yew hedge fronted property.

It is not considered that the introduction of the proposed 12-bedroom elderly persons care home to the site, within a predominantly residential area, would generate activity and noise, including any attendant ambulances, which would result in the occupiers of neighbouring residential properties 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 character and small scale of the proposed residential elderly care home use, within a detached property, within its own bounded curtilage, with off-street parking, within this residential area, off Chester Road, which is a main road, and the commensurate likely level and nature of activity.

The Council’s Environmental Health Officer has assessed the proposed development and does not recommend objection to the proposed operation of a 12 bedroom elderly care home.

It is noted from representations received that there is concern the proposed development would not in reality operate as a care home for elderly persons, within Use Class C2. It is confirmed that a condition of planning permission would restrict the use to an elderly persons’ care home, for occupiers over 55 years of age, within Use Class C2, as this is the application before the Council, and the application that has been assessed as such, pursuant to local and national policies.

Conditions of planning approval would also 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.

Conditions would also be required, as regards agreement of external materials of construction; the installation of boundary treatments and landscaping; segregated recycling and waste management; any kitchen fume extraction; and lighting, in the interests of amenity, pursuant to saved UDP policy CDH1.3 “Care and Nursing Homes,” Core Startegy policies SIE-1 “Quality Places,” and SIE-3 “Protecting, Safeguarding and enhancing the Environment,” and the NPPF.

Representation has been made that there is a covenant upon the property that would prevent the proposed use of the property as a care home for elderly persons. It is confirmed that this would not be a planning consideration, as this would relate to a separate area of civil law.

Representation has also been made that there is no need for the proposed care home development. It is confirmed that the applicant is not required to demonstrate need for the proposal. The agent, however, in the Planning Statement, does site that there is recognised need for new provision for care for elderly persons in Stockport. It is stated, in brief, that a Stockport MBC Adult Social Care review of care homes and home support (2018) highlights that the provision of care homes in Stockport faces challenging times, as Stockport’s quality ratings have been lower than aspirations. The Care Act requires Local Authorities to help develop a market that delivers a range of sustainable high-quality care and support services. A Stockport Adult Social Care Market Position Statement (2019) advises that there were 10 care home losses over the preceding 5 years. It is projected that the number of people over 65 in Stockport will increase by 14% by 2025.

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.

Access and highway impact

The Transport Note submitted in support of the application outlines that, based on an interrogation of the TRICS database, a care home of the size proposed would be expected to generate 2 vehicle movements during the AM and PM peaks and 24 during the day (7am-7pm). This level of movements should not have a material impact on the local highway network in the vicinity of the site.

With respect to access, the existing access that serves the site is proposed to be moved a little to the south and widened to 5.5m to improve access into the site. Pedestrian visibility splays are also proposed to be provided, and the TN outlines that the access will benefit from an acceptable level of vehicular visibility. A vehicle swept-path diagram included in the TN shows that an ambulance / mini-bus would be able to turn into and out of the site. Subject to the access being constructed to the Council's specification, such an access is considered suitable for serving a care home of the size proposed.

Parking

5 car parking spaces are proposed to be provided for the care home (3 standard spaces and two spaces for disabled badge holders), together with EV charging points and 6 spaces for cycles (4 covered / secure). This is in line with the adopted parking standards and should meet demand (2 staff would be employed per shift), allowing 3 spaces for visitors. There will be a need to agree details of the car parking and EV charging, although these matters can be dealt with by condition. A Sheffield cycle stand for visitor cycle parking and 2 no. cycle lockers are proposed to be acceptably provided, to be secured by condition.

Servicing

The site's car park will be of insufficient size to enable large service vehicles to enter, turn within and exit the site in a forward gear but, subject to the "ambulance reversing area" shown on the submitted plans being retained and available for turning, vans and other small delivery vehicles will be able to service the site from the site's parking area.

Refuse collection and servicing by other large vehicles, however, will need to be carried out from the public highway. Due to the small size of the care home, the site will not need to be serviced on a frequent basis and much of its servicing is likely to take place using smaller vehicles. When ambulances visit the home, any staff parking in the staff spaces will need to be moved to provide room for an ambulance. This is unlikely to be a frequent occurrence and would be able to be managed. As such, subject to the turning area being clearly delineated / signed and retained for

such use and a servicing method statement being produced, the proposal is considered to be acceptable in this respect.

Accessibility

The site is located within an existing residential area, is on a bus route, is within reasonable walking distance of another bus route and is approx. 800m away from a number of local shops. The buses serving the nearby bus stops, however, are not frequent (they are normally hourly) and do not operate on Sundays, the nearest bus stop for northbound services is 600m from the site (beyond the recommended 400m distance) and nearest station is beyond the maximum recommended walking distance (it is approx. 1.2km away).

With respect to cycling, whilst there are no cycle facilities in the immediate vicinity of the site, there are cycle facilities in the wider area and a new cycle route is proposed to be constructed along Dean Lane / Jacksons Lane. As such, whilst the site could not be regarded as being very accessible, it is concluded that the level of accessibility is sufficient enough so as to not warrant a recommendation of refusal on the grounds of accessibility, subject to cycle parking and shower, changing and locker facilities being provided.

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.

Ecology and Trees

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. Bats can however often switch roosting sites and can sometimes roost in unlikely places. An informative should be attached to any planning consent granted so that the applicant is aware of the potential for bats to roost in buildings and trees. It should also state that the granting of planning permission does not negate the need to abide by the legislation in place to protect biodiversity and in the event that evidence of a bat roost (or any other protected species) is discovered on site at any time during works, works must stop and a suitably experienced ecologist be contacted for advice.

Ecological conditions can change over time. If works have not commenced within 2 years of the June 2020 surveys it is recommended that update ecology survey work is undertaken prior to commencement of works to ensure that the ecological impact

assessment is based on sufficiently up to date baseline conditions. This can be secured via condition.

No access was possible to survey the pond adjacent to the site for GCN. It is advised that the Reasonable Avoidance Measures detailed in section 4.7 of the June 2020 Rachel Hacking Ecology Ltd Bat Emergence and GCN Assessment report are followed in full. This will help minimise the potential risk to amphibians during works should they be present within the application area. These measures should be secured by condition and this includes (but is not limited to) that works must cease and a suitably experienced ecologist be contracted for advice should evidence of GCN be found on site.

In relation to nesting birds, roof works and vegetation clearance should be timed to avoid the nesting bird season (which is March-August, inclusive). If this is not possible a breeding bird survey by a suitably experienced person will be required immediately prior to commencement of works to confirm presence/absence of breeding birds and ensure that adequate buffers are in place to prevent disturbance to nesting birds. This should be secured by condition as part of any planning consent granted.

A condition should be attached to any planning permission granted to state that the spread of Cotoneaster and Rhododendron will be avoided, and ideally these species should be eradicated from the site using best practice measures prior to development commencing.

Replacement planting will be required for any proposed tree loss. The proposed landscaping plan has been submitted with the application and shows shrub and tree planting including native and wildlife-friendly ornamental species. Details of four proposed bird boxes and two bat boxes are also shown on the landscape plan. In addition the landscape plan states that occasional gaps (130mm x 130mm) will be provided in the base of close board fencing at the site boundary to maintain habitat connectivity for species such as hedgehog and toads (which are species of Principal Importance under the NERC Act). These measures should be implemented in full to ensure that the development secures enhancements for biodiversity in accordance with national and local planning policy.

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: https://www.bats.org.uk/news/2018/09/new-guidance-on-bats-and-lighting).

Three trees (T1 (Cypress), T6 (Ash) and T7 (Cedar)) to the rear of the site, one small group of trees to the rear of the site (G3 (Ash and Cypress)), and three lengths of hedges (native and non native) to the front curtilage of the site are to be removed, as detailed in the arboriculture report (AIA).

The Council's Arborist does not object to the above losses, noting that many are in a poor state and that the losses can be mitigated through the proposed landscaping scheme, which includes proposed native planting, along with the retention of some existing trees and hedging. Including the retention, to the rear side boundary with

196 Chester Road, of Elder, Hawthorn, Holly and Ash hedging (H1), Apple trees (T2 and T3) and an Elder tree (T4). Also, the retention of Cypress hedging (G2) to the rear side boundary with 190 Chester Road.

In accordance with policies including Core Strategy policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and enhancing the Environment," conditions are required to secure the above, including an acceptable and appropriate landscape scheme, and tree protection measures for retained trees and hedging.

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

The proposed development has been assessed regarding potential for land contamination, pursuant to Core Strategy policy SIE-3 and the NPPF. The developer would need to keep a watching brief for any unexpected contamination and report if any is found or suspected. An informative is required in case of discovery of unexpected contamination.

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 final scheme to manage sustainable surface water run-off from the site.

INFORMATION

It is confirmed that this application needs 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.

Conclusion

It is considered that the proposed change of use of 192 Chester Road from one dwelling house to a 12-bedroom care home for the elderly, with associated extensions to the built form and alterations to the exterior of the site, would constitute a sustainable form of development, subject to mitigation through conditions. A development that would provide an alternative form of residential accommodation within this residential area, without undue adverse impacts upon the amenities of the occupiers of adjacent residential accommodation, biodiversity or unacceptable impact on highway safety, or the road network, due to the proposed scale and nature of the proposed use and development in context.

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.

Consent to be granted in relation to commencement within 3 years and not 5 years, as requested. If the consent has not been commenced within 3 years, a further application could be submitted for consideration of the relevant planning considerations at that time.

Stepping Hill Area Committee 15/12/20

The proceedings of the Committee can be summarised as follows. (A webcast of the meeting is also available via the Council's website).

The Planning Officer introduced the application - This application relates to 192 Chester Road, Hazel Grove, which is a detached house within curtilage, located within a predominantly residential area, with Green Belt beyond the rear garden boundary.

Planning permission is sought for the extension of the property, and for the change of use of this five bedroom dwelling house to a 12 bedroom care home for the elderly, with 5 car parking spaces.

The application is before you for your consideration, as we have received representations from the occupiers of 22 properties objecting to the application and 8 contributors supporting the application, as included within the report before you.

Objections received relate to, for example: insufficient parking provision and adverse impacts upon highway safety; the residential amenity impacts of such a commercial use and the extensions to the built form; concern that the use of the property would not be elderly care; impact upon ecology and biodiversity; and lack of need.

Support received relates to, for example: the benefits of a small personal care home facility overlooking open space to future occupiers; the in-keeping design of the built form; and the provision of needed care.

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

Saved UDP policy CDH1.3 provides that care and nursing homes are appropriately located in residential areas, and the Council will require that they do not adversely affect neighbouring properties or the area, including criteria as follows.

It is confirmed that there would be in excess of the minimum level of amenity space, with 300 square metres of bounded amenity space to be provided to the western rear of the detached property, which would equate to 25 square metres per resident, incorporating segregated waste and recycling storage.

It is assessed that this is a sustainable location for travel and an acceptable level of car parking provision is proposed, including 5 car parking spaces, (3 standard spaces and two spaces for disabled badge holders, with 2 spaces providing for ambulance parking when required). Electric Vehicle charging points are proposed, along with 6 spaces for cycles (4 covered / secure). This is in line with the adopted maximum parking standards (2 staff would be employed per shift), allowing 3 spaces for visitors. The parking area is to be screened with native Yew hedging along the boundary of the site with Chester Road.

It is assessed that the proposed extensions would not unduly impact upon residential amenity or the character and appearance of the mixed street scene.

Regarding the scale and massing of the extensions to the building, the scheme proposes to utilise currently un-used roof space, including a hip to gable and dormer roof extension, which would increase the height of the roof by 65cm, together with a small two-storey extension to the front elevation, the removal of the existing single-

storey rear extension, and the erection of a part single-storey and part two-storey extension to the rear, with a rearward projection of 2.5 metres at two-storey.

The existing ground floor floorspace is 125 sq.m, this will be increased to 194 sq.m which equates to 23.8% built form development across the total site area.

The side building lines of the care home building would not extend out nearer to the neighbouring properties than the current side building lines of the house. The front building line of the proposed building would not be set further forward than the extent of the existing. The proposed ridge height would not exceed the ridge height of the neighbouring houses.

An existing and proposed Massing and Shading study has been submitted, which shows 3 different views of the development and neighbouring properties at 3 times (9:00, 12:00 and 15:00) showing the approximate shadowing for the 4 different seasons, without undue impacts.

The ecological and landscape impacts are considered to be acceptable, including shrub and tree planting, including native and wildlife-friendly ornamental species, together with the retention, to the rear side boundary with 196 Chester Road, of Elder, Hawthorn, Holly and Ash hedging (H1), Apple trees (T2 and T3) and an Elder tree (T4). Also, the retention of Cypress hedging (G2) to the rear side boundary with 190 Chester Road. Bird boxes and bat boxes are also proposed.

It is considered that the proposed change of use of 192 Chester Road from one dwelling house to a 12-bedroom care home for the elderly, with associated extensions to the built form and alterations to the exterior of the site, would constitute a sustainable form of development, subject to mitigation through conditions. A development that would provide an alternative form of residential accommodation within this residential area, without undue adverse impacts upon the amenities of the occupiers of adjacent residential accommodation, biodiversity or unacceptable impact on highway safety, or the road network, due to the proposed scale and nature of the proposed use and development in context.

It is assessed, for the reasons set out within the report, that the proposal accords with the National Planning Policy Framework, and Stockport's development plan, and it is respectfully recommended therefore, that planning permission be granted subject to conditions.

Questions were then asked of the Planning Officer by Councillors – Councillors queried the sizes of the rooms, including bedrooms and kitchen, fire safety, and queried the number of employees proposed at any one time.

The Planning Officer confirmed that fire safety and the size of internal rooms, including bedrooms and the kitchen would be a matter for other appropriate

regulatory regimes, which the applicant will also need to take into account, including, for example, Building Control Regulations. The Planning Officer also advised that the application has been assessed as applied for, with scale plans and staffing numbers as submitted.

A Councillor expressed regarding highway safety and the creation of overspill parking on Chester Road by the development and the matter of speeding cars approaching the site location from Norbury Hollow. Queried a resultant need for count down markers to alert motorists of the requirement to slow to 30 mph before the 30 mph signage before the site. Also queries regarding why any bicycle parking was proposed for a care home?

The Planning Officer confirmed that if there was an existing issue with speeding motorists it might be applicable to raise separately with the Highways section of the Council to discuss potential options. Confirmed that the scheme meets policies and that EV parking and cycle parking to a level as advised by Highways Engineer would be to encourage the use of sustainable travel options by visitors and staff.

A resident spoke to object to the application – They spoke to voice strong objection to the application, advising that the residents of 22 out of 26 properties object to the application. Advised that there are numerous material considerations to take into account. The inappropriateness of the site. Inappropriate parking and access. There are alternative sites for a C2 use within the area that have not been implemented. Inappropriate scale and massing of the development. The harm outweighs the purported benefits. Design is not considered sufficiently within the report. The massing and scale will result in an overbearing impact upon neighbouring properties. The submitted Design and Access Statement acknowledges the site's constraints. The development is contrary to section 12 of the NPPF and C1 of the National Design Guide.

90 Chester Road has a C2 use, which is not implemented; this should be implemented rather than the loss of another C3 use. There is a restrictive covenant on the use of the application site for uses other than a dwelling house. Core Strategy policy CS2 relates to the retention of housing. Centres such as Marple and Cheadle should be the locations for such proposed uses. The generation of frequent vehicles and large vehicles are cause for concern and conflict. The outlook of the open vista to the rear of the site includes land not owned by the applicant and is therefore, changeable. Neighbours were not sufficiently consulted on the application. 22 residents object.

A Councillor asked questions of the resident speaking in objection – asked for an explanation of the objection that on-street parking would be hazardous.

The resident speaking in objection advised that there will be insufficient parking spaces resulting inevitably in on-street staff and visitor parking and resultant conflicts. People do not give way; passing issues. A major concern.

The applicant spoke in support of the application – Explained that their family has a tradition of and a passion for providing high quality health care. Wants to provide care for the elderly and jobs for health care workers. Stepping Hill Hospital have endorsed their need and support for the proposal. The applicant and their team have worked with the Council to submit this application, and addressed matters raised. All technical officers are satisfied. The proposal is to provide a care home for the elderly.

Councillors asked questions of the applicant – The provision of 2 staff members at any one time was queried as being sufficient in terms of covering all areas of provision for residents, including cooking and cleaning. The size of the rooms was also queried, including the attic bedrooms, which could be cold in winter and warm in summer. Fire safety for the third floor rooms was additionally queried. The matter of site selection and as to how staff will travel was queried. As to how on-street parking would be managed and arrangements for parking during staff change over was also queried. The provision of the need for cycle parking at a care home was queried.

The applicant was asked as to how the residents would be funded? Would the proposed provision assist with delayed transfer of care?

The applicant advised – that the food would not necessarily be prepared on the site, with residents choosing from a menu. The room sizes are to national required standards of around 12 square metres, all including an en suite bathroom. Statutory regulations, including as regards fire safety, will be adhered to. The site is located within an accessible location, with 6 cycle spaces provided to encourage cycle use by visitors and staff, close to a railway station, and with parking spaces available on site. The proposed parking and travel satisfies Council policies and Highways. Residents would be funded through the CCG and CQC, and relief provided to Stepping Hill Hospital and other care providers, including as regards delayed transfer of care.

The Planning Officer spoke to confirm that the proposal satisfies the Council's highways policies and that the site is located in a sustainable location. Cycle parking would be for visitors and staff. Visibility splays are proposed to be increased as part of the proposal. The extensions are in keeping with the mixed street scene. The availability of other sites is not material to consideration. Need to assess as to whether this application is acceptable or not? Covenants are a separate area of civil law. The proposal is to provide a different type of residential accommodation in a residential area. Council policies do support the provision of care homes in residential areas.

Councillors debate:

A number of Councillors spoke to voice concerns and that there is insufficient information available regarding:

- The adequacy of the proposed parking provision, including during staff change over times.

- Highway safety, with reference to parked vehicles and the speeds of vehicles approaching the site from Norbury Hollow. (Motorists driving up out of Norbury Hollow ignoring the 30mph signage. Query installation of additional speed reducing measures (count down markers), in order that parked cars can be seen by drivers, as cars crest the hill and enter the flat section of Chester Road where the application site is located).

- The adequacy of the proposed accommodation, including as regards the proposed room sizes, with a request for a list of room sizes.

RESOLVED – That the application be referred to Planning and Highways Regulation Committee (PHR) on 14/1/21 for PHR to consider the application, including the above issues.