

# **Marple Area Committee**

**10<sup>th</sup> March 2021**

## **DEVELOPMENT APPLICATIONS**

### **Report of the Corporate Director for Place Management and Regeneration**

<b><u>ITEM 1</u></b>	DC078620
<b><u>SITE ADDRESS</u></b>	41C Winnington Road, Marple, Stockport, SK6 6PT
<b><u>PROPOSAL</u></b>	Demolition of existing dwelling and erection of 4 no. dwellings with associated access, infrastructure and landscaping.
<b><u>ITEM 2</u></b>	DC078918
<b><u>SITE ADDRESS</u></b>	10 Oakdene Crescent, Marple, Stockport, SK6 6NZ
<b><u>PROPOSAL</u></b>	Erection of 1 no. detached residential dwellinghouse (Resubmission of planning application DC075917).
<b><u>ITEM 3</u></b>	DC079221
<b><u>SITE ADDRESS</u></b>	18 Ley Lane, Marple Bridge, Stockport, SK6 5DD
<b><u>PROPOSAL</u></b>	Demolition of existing dwellinghouse and outbuildings and erection of 1 no. replacement detached dwellinghouse, outbuildings and associated landscaping.

## **INFORMATION**

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

Article 8 and Protocol 1 Article 1 confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Development and Control has concluded that some rights conferred by these Articles

on the applicant(s)/objectors/residents and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. He believes that any restriction on these rights posed by approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

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## **ITEM 1**

<b>Application Reference</b>	<b>DC/078620</b>
<b>Location:</b>	41C Winnington Road Marple Stockport SK6 6PT
<b>PROPOSAL:</b>	Demolition of existing dwelling and erection of 4 no. dwellings with associated access, infrastructure and landscaping
<b>Type Of Application:</b>	Full Application
<b>Registration Date:</b>	03/11/2020
<b>Expiry Date:</b>	29/12/2020
<b>Case Officer:</b>	Mark Burgess
<b>Applicant:</b>	Langcross Limited
<b>Agent:</b>	Seymour Planning Limited

### **DELEGATION/COMMITTEE STATUS**

Marple Area Committee. Application referred to Committee due to receipt of more than 4 letters of objection, contrary to the Officer recommendation to grant.

### **DESCRIPTION OF DEVELOPMENT**

Full planning permission is sought for the demolition of a detached residential bungalow at Number 41C Winnington Road, Marple and the erection of 4 no. residential dwellinghouses, with associated access, infrastructure and landscaping.

The proposed dwellinghouses would be arranged in two semi-detached blocks, each having a maximum width of 13.9 metres, a maximum length of 16.1 metres and a maximum height of 9.5 metres. The proposed dwellinghouses would be of two storey scale with accommodation within the roof space served by rear dormers and would be of hipped roof design with a two storey front gable feature and single storey rear outrigger. Private amenity space to serve each of the proposed dwellinghouses would be provided to the rear. The materials of external construction are specified as brick and render for the external walls and tiles for the roof.

Vehicular access to serve the proposed development would be taken from the existing driveway from Winnington Road to the North East and the driveway would be upgraded to provide improved access and egress. The proposed access would incorporate a red/green traffic light system with vehicle sensors embedded in the road, where use would trigger a red signal at either end, providing advancing drivers with notice before turning into the driveway when accessing or egressing the site. Turning space would be provided within the front of the site for a service vehicle, with a refuse collection point at the site entrance. Each dwellinghouse would be provided with two parking spaces to their front curtilage, along with an integral garage. Each dwellinghouse would be provided within an Electric Vehicle charging point, cycle parking facilities and bin storage facilities. Each dwellinghouse would be fitted with a sprinkler system in the event of fire, in order to compensate for the distance of the access road and to comply with Building Regulations B5.

Existing boundary hedges to the North East, North West and South West would be removed to accommodate the proposed development, with all other existing trees on the site to be retained. The site would be landscaped and secured by new boundary treatments, including the provision of acoustic fencing along the side and rear boundaries of Numbers 41A and 41B Winnington Road to the North East.

The application is accompanied by the following supporting documents :-

- Planning Statement.
- Design and Access Statement.
- Initial Access Review.
- Access/Transport Technical Note.
- Arboricultural Report.
- Daytime Bat Survey and Ecological Scoping Survey.

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

## **SITE AND SURROUNDINGS**

The 0.16 hectare application site is located on the South Western side of Winnington Road in Marple and comprises an existing detached single storey residential bungalow at Number 41C Winnington Road, with associated curtilage. Vehicular access to the site is taken from an existing access and driveway from Winnington Road to the North East. The site is currently enclosed by a variety of fences and hedges.

The site is adjoined in its entirety by residential properties; to the North East by dwellinghouses on Winnington Road, to the South East by dwellinghouses on Winnington Road and Ley Hey Avenue, to the South West by dwellinghouses on Manor Road and Bramley Gardens and to the North West by dwellinghouses on Crompton Close.

Topography in an around the site slopes down from South West to North East and from South East to North West. As such, the properties on Manor Road and Bramley Gardens are sited at a higher level, with properties on Winnington Road at a lower level. Properties on Ley Hey Avenue are sited at a higher level, with properties on Crompton Road sited at a lower level.

## **POLICY BACKGROUND**

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

The Statutory Development Plan for Stockport comprises :-

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

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

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

#### Saved UDP policies

- EP1.7 : DEVELOPMENT AND FLOOD RISK
- L1.1 : LAND FOR ACTIVE RECREATION
- L1.2 : CHILDRENS PLAY
- MW1.5 : CONTROL OF WASTE FROM DEVELOPMENT

#### Core Strategy DPD policies

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

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

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

## National Planning Policy Framework (NPPF)

The NPPF, initially published on 27<sup>th</sup> March 2012 and subsequently revised and published on 19<sup>th</sup> February 2019 by the Ministry of Housing, Communities and Local Government, sets out the Government's planning policies for England and how these are expected to be applied. The NPPF will be a vital tool in ensuring that we get planning for the right homes built in the right places of the right quality at the same time as protecting our environment.

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

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

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

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

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

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

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

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

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

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

*ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole'.*

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

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

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

Paragraph 213 states '*existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)*'.

### National Planning Practice Guidance (NPPG)

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

### **RELEVANT PLANNING HISTORY**

- DC014880 : Front porch : Granted – 28/05/04.
- DC006032 : Single storey rear extension : Granted – 11/12/01.
- J.38758 : Bungalow : Granted – 07/04/87.
- J.33682 : Residential development of one bungalow off Winnington Road : Granted – 15/05/85.
- J.21941 : Residential development - 1 no. dormer bungalow : Refused – 10/02/81.

### **NEIGHBOUR'S VIEWS**

The owners/occupiers of surrounding properties were notified in writing of the application and following receipt of amended/additional plans and information.

Letters of objection from 20 properties have been received to the application. The main causes for concern raised are summarised below :-

### Design, Scale and Impact on Visual Amenity

- The surrounding area is characterised by well-established, well-spaced detached houses with large, spacious gardens. Surrounding properties are located on well spaced plots of low density. Surrounding properties are a mix of either single storey or two storey in scale.

- Nowhere in the surrounding area is there such high density housing or more than two storey properties.
- The proposed three storey development is completely out of character with the surrounding area. All properties in the area are either single storey or two storey, not three storey monstrosities.
- The proposed dwellings are too high. No surrounding properties extend to the height proposed or are of three storey scale.
- There is not a precedent for three storey houses in the area.
- The proposal would comprise an over-development of the site.
- Increased density on a restricted plot.
- Too many dwellings are proposed.
- The siting of four properties in close proximity to each other and to the site boundaries, crammed onto a small plot is out of keeping with the area.
- The site is not wide enough to accommodate four properties. The development is extremely close to the site boundaries and the proposed properties are close together.
- The proposal attempts to quadruple the number of properties by squeezing them into a space that it not big enough.
- The development would span the whole width of the site, appearing cramped, overcrowded and out of keeping with the area.
- The unacceptable layout and density is out of character with existing properties in the area. High density housing in close proximity to surrounding properties is out of keeping with the area. Nowhere in the surrounding area is there such a high density.
- Garden/leisure space would be limited to small areas to the rear, not compatible with the nature of the housing proposed and out of character with adjacent properties garden space.
- The development pays no regard to existing plot rhythm in the area.
- The development has been shoehorned into the existing plot in an attempt to maximise returns.
- Not in keeping with the style of the surrounding properties in the area and that which it is replacing.
- Inappropriate style of housing in the area.



- Not aesthetically pleasing.
- Does not fit in with and would harm the established, strong and distinctive character and visual amenity of the area.
- Detrimental impact on and change to the character of the area.
- Would not enhance the area and would reduce the areas appeal.
- The proposal fails to comply with Core Strategy DPD policy H-1 and falls short of the principles of the SPD in respect of design, scale, density, height and impact on visual amenity and character.
- The site is classic 'backland' development. The SPD regards the tandem style of backland development as proposed as being unacceptable, with similar such developments being dismissed at appeal elsewhere.
- The scale and design of the proposed development does not reflect the pre-application advice provided by the Council, which recommended a conventional two storey development.
- Development at a lower density should be considered.
- The number of properties proposed should be reduced.
- The scale of development should be reduced to a maximum of two storeys, in keeping with surrounding properties.

#### Impact on Residential Amenity

- The existing single storey bungalow and existing trees/hedges afford neighbouring properties a good level of privacy and amenity.
- The development at two/three storey scale and height and in close proximity to the boundaries with neighbouring properties would result in unacceptable levels of overlooking and loss of privacy to surrounding properties and gardens.
- The replacement of an existing single storey building with a proposed two/three storey development will have a serious impact on privacy.
- The development is too high and too close to the boundaries with neighbouring properties. Upper floor windows would overlook surrounding houses and gardens. Privacy would be permanently altered and would significantly reduce use of neighbours gardens as they would be overlooked.
- The proposal fails to comply with Core Strategy DPD policy H-1 and falls short of the principles of the SPD in respect of impact on residential amenity.

- Due to lack of dimensions on the submitted plans, it is questioned whether the SPD required minimum separation/privacy distances would be complied with. The separation/privacy distances should be thoroughly checked and confirmed.
- If the development is considered to be three storey, this would change the minimum separation/privacy distances required.
- Existing trees and foliage on boundaries allow privacy which has existed for many years. Removal of vast amounts of greenery would mean that existing and previous privacy would disappear. All surrounding properties and gardens would be overlooked due to the removal of well-established conifers, which form a natural screen.
- The overlooking and privacy impact is not acceptable to existing neighbours and would not be acceptable to purchasers of the properties.
- Too many dwellings and overcrowding would be overbearing and invasive on surrounding properties.
- The development would dominate, cast shadows across and take light from properties and gardens.
- Impact on light from the proposed two/three storey, 10.0 metre high development as opposed to the existing single storey bungalow.
- The height of the properties would dominate neighbours outlook. The existing outlook would be permanently altered.
- The existing bungalow is low level and there are currently views to the hills. The change from a bungalow to two/three storey houses would restrict views considerably and significantly.
- Substantial increase in noise and disturbance from 4 dwelling as opposed to 1 bungalow.
- Increased number of cars and vehicle movements would increase noise and disturbance and have an unacceptable impact. There are currently low levels of noise in neighbours gardens which would be lost.
- Existing trees deaden and reduce noise levels. Loss of trees and the number of properties proposed would increase noise levels to surrounding properties in a quiet residential area.
- The proposed acoustic fence would not afford as much protection against noise as do the existing trees.
- Rise in car fumes from more properties.

- Trees are excellent carbon dioxide captors. Loss of trees and the number of properties proposed in a combined space would result in increased levels of harmful gases and pollution.
- The proposed acoustic fence would do nothing to reduce pollution as opposed to the existing trees.
- The proposed acoustic fence should be a pre-requisite should the application be approved.

#### Traffic Generation, Access, Parking and Highway Safety

- Winnington Road is the main access road for a large residential estate, not the quiet cul-de-sac described by the applicant. It serves a number of other roads and is a busy through road.
- Winnington Road is a long, straight road which encourages fast driving. Traffic reaches speeds in excess of 30 mph at the intersection with the proposed access drive.
- There is a significant volume of traffic on Winnington Road, especially in peak hours.
- The proposal for four properties and increased number of occupants would increase the levels of traffic on Winnington Road and in the surrounding area and adversely impact on the safety of road users.
- The amount of traffic entering and exiting the site would be at least four times that of the existing situation.
- The properties would be substantial family homes with a possibility of more than two vehicles per property. Two parking spaces per property is inadequate. Most properties would have more than one car. There could be many vehicles using and parking on the site. The proposal allows for up to eight vehicles being permanently parked on the site.
- There would be insufficient parking and manoeuvrability for occupants and visitors within the site. Parking spaces are compact and not useable for larger vehicles. The garage space is unlikely to be used for a vehicle.
- There are no parking restrictions on Winnington Road. It is likely that residents, visitors and deliveries would park on this road, in front of existing residents properties. Such overspill parking would block the road, obstruct the road at the site entrance and exit and cause annoyance to existing residents.
- Access to the site is through a narrow single drive side road off Winnington Road. There is insufficient space for private and service vehicles to pass on the driveway. As two vehicles cannot pass, vehicles would have to reverse out onto Winnington Road. It is a dangerous narrow entrance and exit, with lack of visibility of cars and pedestrians when entering or leaving the site.

- The proposal shows for up to eight vehicles to travel in and out of the narrow and partially obstructed drive. The access is not acceptable for the number of properties proposed. The access is scarcely wide enough to serve one property never mind four.
- Due to the number of properties proposed and likely daily trips by occupants, the applicants assertion that “the potential for two vehicles meeting on the access road will be rare” is questioned.
- Potential conflict between vehicles entering the site and vehicles exiting the site.
- If a vehicles was driving down the access track from the site, the other vehicle would have to reverse back onto Winnington Road, posing a traffic hazard.
- Submitted information shows that a small delivery vehicle would need to swing over to the opposite side of Winnington Road to turn into the access. This is a dangerous manoeuvre if other drivers do not realise it is happening.
- The proposed traffic light system for access and exit is not a common design solution and not consistent with an urban residential area. It is fine in theory, however the practicalities of it working in a safe manner are doubted. It is fraught with problems and is not a long-term workable solution. It is likely to be switched off, fall into disuse or be ignored. It would have no grounds for enforcement.
- The proposed traffic management system is unsafe, due to potential conflict with occupiers of the development, visitors and other road users. The proposed traffic light system would not prove adequate to prevent congestion on the access road and Winnington Road. It is an accident waiting to happen.
- Visitors may not understand the traffic light system and they would likely have committed to turn into the site before they are aware of it.
- The proposed traffic light system would be visually impaired and barely noticeable, concealed by hedges. View of the proposed traffic light system would be obscured by parked cars on either side of the access. Approaching vehicles may not be able to see the signal until it has entered the access.
- Parking close to the access would render the proposed traffic light system unworkable and unsafe, as vehicles could not use the wider carriageway to turn.
- The proposed traffic light system would cause the sudden stopping of vehicles trying to access the development off Winnington Road if the drive was in use.
- Traffic waiting to enter the site would have to queue waiting for a vehicle to exit, causing obstruction to the traffic flow on Winnington Road. Cars would back up along Winnington Road waiting to enter.

- The pre-application response provided by the Council requested that the scheme should allow all vehicles to enter and exit the site in a forward gear to allow passing of vehicles on the drive.
- It is likely that access to the site would be required more frequently by large vehicles, such as delivery vehicles, than is stated within the application. The high level of home deliveries, food and parcels presents an issue which will flow onto Winnington Road where access and visibility is already restricted.
- There is insufficient space within the site for private and service vehicles to enter and exit in a forward gear. If residents and visitors park within the turning space, turning space for larger vehicles would be compromised.
- Whilst the submitted Transport Note includes some swept path details, it is obvious that there is not capacity to allow larger vehicles to turn within the site or for vehicles to pass on the driveway.
- The application recommends that larger vehicles which cannot turn within the site should reverse out using a banksman. Larger vehicles having to reverse down a narrow access track is farcical. Larger vehicles reversing from the access road onto Winnington Road will be hazardous to pedestrians, cyclist and other vehicles.
- The proposal fails to comply with Core Strategy DPD policy T-3 in respect of access, parking, servicing and highway safety.
- Whilst a bin store is proposed, it is likely that up to 12 extra bins would be left on the Winnington Road pavement, causing an obstruction and impacting on drivers trying to enter or exit the development.
- Lack of safety. Cannot see how this can be considered a safe proposal.
- Increased risk to pedestrians and other vehicles.
- The area is a well-used pedestrian route for parents with children and youngsters going to school. There are elderly residents and young children in the area which makes traffic safety particularly important. Residents moved to the area with children due to it being a quiet suburban street.
- The original recommendation to refuse by the Highway Engineer on access grounds is welcomed. There has been no concessions made or amendments proposed by the applicant since the original application.

#### Impact on Trees and Ecology

- The proposal would necessitate the removal of all trees and vegetation around the site.
- The proposal would result in the removal of well-established conifers which border three of the four sides of the site.

- The proposed removal of trees and hedges will impact on and be detrimental to the visual appearance and overall character of the area.
- Removal of the conifers would mean the disappearance of a vast amount of greenery for the area. The existing trees and hedges are part of the character of the area.
- The hedges proposed for removal have not been cared for by the applicant, however it has been well maintained by neighbouring residents.
- The trees and hedges are in a good and healthy condition, contrary to the findings of the applicants report and could be retained by normal husbandry.
- The removal of existing trees and boundary hedges and replacement with a fence would be detrimental to neighbours, resulting in an unacceptable loss of privacy from the proposed development. Conifers have provided a natural screen for surrounding properties.
- Replacement of vegetation with a solid/acoustic fence would have a dramatic impact on the appearance of the area and from neighbours gardens.
- The proposed tree and hedge removal will impact on wildlife habitat. Many birds nest in the boundary hedges and there is evidence of access for other wildlife and protected species. The proposed development would be detrimental to numerous species.
- Questions raised to the accuracy of the applicants submitted Ecology Report if its states that there will be no impact on wildlife.
- The plans need to be reconsidered in relation to wildlife.

### Fire Safety

- Due to the narrow access road, fire appliances would not be able to get access to the site in the event of a fire. The narrow access is not acceptable for emergency vehicles. Access for emergency services would be problematic and limited, exposing residents to unnecessary threat and safety concerns.
- The length of the driveway would be such that a fire hose length would not be sufficient to reach the farthest property.
- As fire tenders would be unable to access the site, it is proposed that a sprinkler system is installed at the properties to comply with Building Regulations.
- Sprinkler systems can become compromised and do not provide adequate protection against explosions. Questions are raised if the sprinkler systems fail, if the correct level of water pressure is available to make them effective or if a fire was to develop in the gardens of the properties.

- The response of the Highway Engineer does not allay fears over access for emergency vehicles in the event of fire and injury. If any more than one emergency vehicle was needed, this would not be possible if vehicles were parked next to the properties.
- Fire and rescue is a major safety issue that must be addressed. Not complying with fire access regulations is a potentially dangerous situation which needs careful consideration and judgement.

### Other Issues

- Information submitted as part of the application is incomplete and inaccurate. The position of some neighbouring properties and their extensions/garages is not shown on the submitted plans.
- The submitted plans do not show dimensions or measurements from the proposed development in relationship to boundaries and houses of neighbouring properties.
- No measurements are provided relating to the various height of surrounding land and change in levels between properties. No account has been taken of differing heights of properties in relation to the proposed development. The submitted information does not take account of the topography of the site and surroundings.
- The boundary line between the site and surrounding properties is incorrect.
- Due to omissions, inaccuracies and lack of dimensions on the submitted plans, a decision cannot possibly be made on the application. This has implications for assessing the application against required separation/privacy distances.
- The submitted Planning Statement incorrectly describes the site as brownfield. The definition of previously developed land in the NPPF makes clear that gardens of existing dwellings are greenfield sites.
- Neighbour objections previously raised have not been satisfactorily addressed in the submitted amended/additional information.
- The proposal makes no attempt to comply with the Councils pre-application enquiry recommendations.
- A less intensive, reduced number of dwellings would be more appropriate.
- No details of the proposed acoustic fence/boundary treatment have been submitted.
- 8 bins would be left sitting outside other peoples homes until collection, which would cause an obstruction and look out of character.

- Impacts during the construction phase due to constraints of the site. Issues of dirt and mess during development. What conditions are proposed?
- It was a requirement of the original planning permission that only a bungalow was erected on the plot.
- Room sizes appear to be the minimum permitted.
- References are made in the application to the new residential development on the nearby Manor Road. This is not an accurate comparison as design, density and access are materially different.
- Concerns over setting a precedent for future development in the area.

Objections are also raised to the application from Marple Civic Society, which assets the following :-

- Disappointing that a more imaginative solution could not be found for this constricted site. It is a very rigid layout determined by an aim to accommodate four houses rather than to provide an attractive residential environment.
- A looser layout which provided pockets of outdoor privacy or fewer units would be preferable.
- The juxtaposition of the integral garages would be uncomfortable between arriving and departing neighbours, for car washing and bicycle maintenance. It would be better if these were placed to the outer sides of the houses.
- Integral garages remove a great deal of ground floor living space. With greater forecourt space with ample turning areas, it may be possible to keep cars away from the house frontages.
- The single driveway would be a source of conflict, as there is no space to introduce passing spaces. There would be traffic conflict at the entrance of and along the access drive.
- Vehicle movements generated would result in nuisance and loss of amenity to the existing houses adjoining the access drive.
- The proposed development represents a marked increase in residential density compared with the surrounding area.
- The pressure to increase house number due to the present shortfall in housing target numbers should not prevent a serious search for a much higher-quality solution for the development of the site.
- As proposed, the development would cause harm to the amenity of surrounding dwellings. Within the site, the space about dwellings would be so limited as to produce a very uncomfortable living environment, as a density at odds with the character of Winnington Road.

## **CONSULTEE RESPONSES**

Highway Engineer



## Comments of 04/01/2021

I note comments made regarding access at pre application enquiry and proposed measures to address concerns raised at that time.

Proposals are put forward which satisfactorily address concerns around pedestrian intervisibility at the junction of the access track with Winnington Rd. Ensuring vehicles exit in the central part of the track will provide adequate pedestrian intervisibility.

I am satisfied that in this location vehicle visibility splays of 2m x 43m would be appropriate.

It is suggested that to enable larger vehicles to safely enter and leave the development a banksman would be used. It is not clear how the presence of a banksman would be guaranteed when needed.

I am not satisfied that the proposed traffic light entry/exit scheme to avoid vehicular conflict is practical in this situation. I am not clear from the description within the report of how the system would operate; the TS refers to a red signal being triggered giving advance notice for drivers before they turn into the access. This would infer a signal head visible when approaching the access on Winnington Rd. With the signal head located as suggested on the plan within the TS the signal would only be visible immediately before reaching the site access and may therefore result in vehicles preparing to enter the site making sudden and unexpected stops.

The swept path tracking diagrams provided do not show the full extent of manoeuvres required for a delivery vehicle to enter, turn within the site and then exit. Only the first 2 elements of this manoeuvre are shown. It is not demonstrated that the vehicle would be able to turn into the access track to exit, from its indicated finish position having reversed and turned within the site.

- Recommendation : Refusal

*There is insufficient space within the site for vehicles using to enter and exit in forward gear. The proposal will be contrary to Policies SIE-1 'Quality Places' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD as insufficient room will be available within the site to allow the development to be serviced in a safe and practical manner and in a way that will not affect the capacity and operation of the highway network.*

*The level of development is likely to increase potential conflict between vehicles entering and leaving the site. This conflict is not satisfactorily addressed by the proposed traffic management systems. The proposal will be contrary to 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 2011 as the applicant has failed to demonstrate that the site's access arrangements will prove safe and practical to use.*

**Further comments of 11/02/2021, following submission of amended information**

I note comments made regarding access at pre application enquiry and proposed measures to address concerns raised at that time.

Parking standards for the properties meet SMBC policy standards.

Proposals are put forward which satisfactorily address concerns around pedestrian intervisibility at the junction of the access track with Winnington Rd. Ensuring vehicles exit in the central part of the track will provide adequate pedestrian intervisibility.

I am satisfied that in this location vehicle visibility splays of 2m x 43m would be appropriate.

It is suggested that to enable larger vehicles to safely enter and leave the development a banksman would be used.

The proposed traffic light entry/exit scheme would appear to resolve potential vehicular conflict on the access track. The level of traffic anticipated to use the access is such that conflicts are likely to be very infrequent and would result in minimal disturbance to traffic on the existing road.

It seems likely that a supermarket delivery vehicle would have to perform a more convoluted manoeuvre to exit the site than a "standard" three-point turn, but the manoeuvre is possible. This manoeuvre would not impact on anyone other than residents of the proposed development.

Whilst noting the potential for occasional inconvenience to other users of Winnington Rd I am satisfied that the proposed development would not result in any severe detrimental impact on the safe operation of the local highway network such as to warrant recommending refusal.

I recommend conditions to secure satisfactory cycle parking, electric vehicle charging, sustainable drainage to drive and parking areas and bin storage be attached to any approval.

Given the proximity to existing dwellings I also recommend a condition be applied requiring a construction method statement.

- Recommendation : No objection subject to the following 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.

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/s 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.

No work shall take place in respect to the construction of the approved access control system until a detailed drawing of the signal system, together with details of how it will operate and will be maintained, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the access control system has been provided in accordance with the approved drawing and is available for use. It shall thereafter be retained and remain available for use and shall be maintained in accordance with the approved details. It is suggested that future maintenance might be secured as part of a communal development management/maintenance plan.

Reason: In order that safe and practical access facilities will be provided to the site so that vehicles will be able to enter and leave the site without compromising highway safety, in accordance with 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 approved driveway until a detailed drawing of the driveway has been submitted to and approved in writing by the Local Planning Authority. Details shall include how the driveway will be surfaced (which shall be tarmac, block paving or other non-loose material) and drained (which must be to a soakaway / SuDS system). The approved development shall not be occupied until the driveway has been provided in accordance with the approved drawing and is available for use. The driveway shall thereafter be kept clear and remain available for parking of vehicles for the development.

Reason: To ensure that adequate parking facilities are provided and that they are appropriately located and are of a safe and practical design, in accordance with Policies SD-6 'Adapting to the impacts of climate change', SIE-1 'Quality Places', T-1 'Transport and Development', T-2 'Parking in Developments' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD, supported by Chapter 10, 'Parking', of the SMBC 'Sustainable Transport' SPD.

Each dwelling within the approved development shall not be occupied until the car parking facilities for that dwelling have been provided in accordance with the approved drawings, hard surfaced (in tarmac, block paving or other non-loose material), drained (to a soakaway / SuDS system), marked out (with carriageway markings, or similar) and are available for use. The car parking facilities shall thereafter be kept clear and remain available for parking of vehicles for the development.

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Reason: To ensure that adequate parking facilities are provided and that they are appropriately located and are of a safe and practical design, in accordance with Policies SD-6 'Adapting to the impacts of climate change', SIE-1 'Quality Places', T-1 Transport and Development', T-2 'Parking in Developments' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD, supported by Chapter 10, 'Parking', of the SMBC 'Sustainable Transport' SPD.

Charging points for the charging of electric vehicles shall be provided for each of the approved dwellings. Prior to their provision, details of the charging points shall be submitted to and approved in writing by the Local Planning Authority. Each dwelling within the development shall not be occupied until the charging point for that dwelling has been provided in accordance with the approved details and is available for use. The charging points shall thereafter be retained (unless they are replaced with an upgraded charging point in which case that should be retained).

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

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

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

Details of a scheme for the provision of a bin store/s within the site shall be submitted to and approved in writing by the Local Planning Authority. The bin store/s shall be of a size and design that ensures that it/they can accommodate the number and size of bins that will be required for a development of the size approved. The development shall not be occupied until the bin store/s has/have been provided in accordance with the approved details. The bin store/s shall then be retained and shall remain available at all times thereafter.

Reason : To ensure that the development will have adequate bin storage facilities, 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 to the approved development until a detailed drawing of the access, which shall include:

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- 1) Details of proposals to provide 1m by 1m pedestrian visibility splays at either side of the accesses
- 2) Details of proposals to provide vehicular visibility splays at each of the accesses

has been submitted to and approved in writing by the Local Planning Authority. No plot within the approved development shall 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. No structure, object, plant or tree exceeding 1000mm in height shall subsequently be erected or allowed to grow to a height in excess of 1000mm within the vehicular 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

Details of a scheme to provide a mist sprinkler system within each of the proposed dwellings in lieu of providing an access drive and turning area for fire appliances shall be submitted to and approved in writing by the Local Planning Authority. Each of the approved dwellings shall not be occupied until the mist sprinkler systems has been provided within the dwelling in accordance with the approved details. The mist sprinkler systems shall thereafter be retained and maintained in a working condition.

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Reason

To ensure that adequate firefighting measures are provided within the development in lieu of providing an access drive that will allow fire appliances to enter, turn within and exit the site, having regard to policies SIE-1 'Quality Places' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

*Informative*

The applicant's / developer's attention is drawn to the fact it is an offence (under Sections 131, 148 and 149 of the Highways Act 1980) to allow materials to be carried from a site and deposited on, or damage, the highway, from uncleaned or badly loaded vehicles. The applicant / developer should therefore ensure that adequate measures are implemented to ensure that this does not take place. The Highway Authority (Stockport Council) may seek to recover any expense incurred in clearing, cleaning or repairing highway surfaces and may prosecute persistent offenders.

Arboricultural Officer

*Site Context*

The proposed development site is located within the landscaped/gardens of the site predominantly on the existing informal grounds and hard standing areas. The plot is comprised largely of hardstanding, informal grounds and associated infrastructure.

*Conservation Area Designations*

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

### *Legally Protected Trees*

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

### *Recommendations*

The proposed development footprint is indicated at this time within the vicinity of the existing site and it is assumed the proposed new developments will and has potentially impact on the trees and hedges within the site or neighbouring site as the development site is located in proximity of several trees on site or adjacent to the site.

A full tree survey has been supplied as part of the planning application to show the condition and amenity levels of the existing on site and neighbouring trees and where applicable which trees will be potential impacted on by the proposed development. This is accepted as a true representation of the trees on and off site and due to the clearance works and minimal impact its nearly all acceptable, with the exception of the encroachment on the Willow trees root protection area as this appears to be around 20% if not greater, so further method statements will be required to confirm low impact on the roots of the tree. In addition any layout plan need to fully consider the need to be given to tree planting throughout the site to increase the amenity levels of the site with replanting of semi- mature trees or fruit trees. Specific consideration needs to be given to the potential benefit local fruit trees would have to enhance the biodiversity, the amenity and the improved access to low carbon fruit.

A detailed landscaping scheme will also need to be considered/drawn up as part of this planning application submitted which clearly shows enhancements of the site and surrounding environment to improve the local biodiversity and amenity of the area.

In principle the main works and design will have a negative impact on the trees on site, in neighbouring properties on all the boundaries.

In its current format it could be considered favourably with further information, site extents and construction details to consider impacts as well as the need to off-set the loss proposed, so it would require additional consideration for the loss but could be improved and considered favourably with the submission of full details as requested above justifying any impact on trees within proximity of the site and some consideration given to the existing trees in or around the site when designing the new layout and access, as well as improved landscaping design to include a detailed landscaping scheme that includes a greater number of new trees to improve the amenity and aesthetics of the site for users and making sure a percentage of these are native large species and fruit trees at every opportunity.

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

- Prior to the commencement of development, a detailed Method Statement to show the processes to be used when working in the root zones of Tree 1 identified within the submitted Arboricultural Report to restrict impact through no dig options and low impact foundations shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in complete accordance with the Method Statement.
- No existing tree within the site shall be cut down, topped, lopped, uprooted, wilfully damaged or wilfully destroyed without the prior written approval of the local planning authority, with the exception of those indicated otherwise on the approved plan. Any hedgerows, woody plants or shrubbery removed without such consent or dying or being severely damaged or being seriously diseased, within 5 years of the development commencing, shall be replaced within the next planting season with trees of such size and species as may be approved in writing by the local planning authority.
- No development shall take place until all existing trees on the site except those shown to be removed on the approved plans, have been fenced off in accordance with BS 5837:2012 "Trees in relation to construction - Recommendations". The fencing shall be retained during the period of construction and no work, excavation, tipping or stacking of materials shall take place within any such fence during the construction period.
- No development shall take place until details of all proposed tree planting, including the intended dates of planting, have been submitted to and approved in writing by the local planning authority. All tree planting shall be carried out in accordance with the approved details prior to the development being brought into use.

#### Nature Development Officer

##### *Site Context*

The site is located off Winnington Road in Marple. The application involves demolition of the existing dwelling and erection of 4 no. dwellings with associated access, infrastructure and landscaping

##### *Nature Conservation Designations*

The site has no nature conservation designations, legal or otherwise.

##### *Legally Protected Species*

Many buildings and trees have the potential to support roosting bats and the site is located near to good bat foraging habitat which increases the likelihood of bats being present. All species of bats, and their roosts, are protected under Section 9 of the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017. The latter implements the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora. Bats are included in Schedule 2 of the Regulations as 'European Protected Species of animals' (EPS). Under the Regulations it is an offence to :-

- 1) Deliberately capture or kill a wild EPS

- 2) Deliberately disturb a wild EPS in such a way that significantly affects:
  - a) the ability of a significant group to survive, breed, rear or nurture young.
  - b) the local distribution of that species.
- 3) Damage or destroy a breeding place or resting site of such an animal

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

An ecology survey has been carried out and submitted with the application Rachel Hacking Ecology Ltd, 2020). The survey was carried out in September 2020 by a suitably experienced ecologist and followed best practice survey guidance. An internal and external inspection survey was carried out to search for signs of bats and assess the potential for roosting bats to be present. No signs of roosting bats were observed and the main building and garage were both assessed as offering negligible potential to support a bat roost. No potential roosting features were observed within the trees on site.

The Cypress trees (to be removed under the proposals) offer suitable bird nesting habitat. Nesting opportunities with the buildings are considered to be limited.

No signs of or significant potential for any other protected species (such as badgers and great crested newts) was identified during the survey.

#### *Local Planning Policies*

- Core Strategy DPD Policy CS8 'Safeguarding and Improving the Environment' (Green Infrastructure : 3.286; Biodiversity and Nature Conservation : 3.296).
- Core Strategy DPD policy SIE-3 'Protecting, Safeguarding and Enhancing the Environment' (Protecting the Natural Environment : 3.345, 3.347, 3.361, 3.362, 3.364, 3.366, 3.367 and 3.369).

#### *Recommendations*

The buildings and trees to be removed were assessed as offering negligible bat roosting potential and so the proposed works are considered to be of low risk to roosting bats. Bats can be highly cryptic in their roosting behaviour however and can sometimes roost in seemingly unlikely places. As a precautionary measure it is therefore recommended that an informative is attached to any planning consent granted so that the applicant is aware of the (low) potential for roosting bats to be present. 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. If at any time during works, evidence of roosting bats (or any other protected species such as nesting birds) is discovered on site, works must cease and a suitably experienced ecologist contacted for advice.

Ecological conditions can change over time. In the event that works have not commenced within two years of the 2020 survey then update survey work will be required. This can be secured via condition



No vegetation clearance works should take place during the bird nesting season (which is generally between 1st March and 31st August inclusive), unless it can be demonstrated that nesting birds are not present. This is detailed in section 4.8 of the ecology report and can be secured by condition.

Biodiversity enhancements are expected within the development in line with national and local planning policy. Suitable measures include the provision of bat roosting and/or bird nesting facilities within the new properties. A minimum of four bat/bird units (ratio of one per proposed dwelling house) would be appropriate. The proposed location, type and number of bat roosting/bird nesting facilities should be provided to the LPA for review. Integrated boxes are available (e.g. Habitat boxes) which can be faced with different materials to match the building façade. Replacement planting will be required for any trees that require removal to facilitate the scheme. Information submitted as part of the planning application states that the Cypress trees will be removed and replaced with acoustic fencing. It is advised that new hedgerows (comprising native species) are planted alongside the proposed acoustic fencing. Landscape planting should comprise wildlife-friendly species (preferably locally native) and also chosen to provide a year-round nectar resource through successional flowering to maximise benefits to biodiversity. It is also recommended that occasional gaps (13cm x 13cm) are provided at the base of any proposed close-board fencing/walls to maintain habitat connectivity through the site for wildlife (such as hedgehog which are a UKBAP species). A scheme for Biodiversity Enhancements should be conditioned as part of any planning consent granted, following the recommendations in section 4.10 of the Ecology Report and provide details regarding :-

- Bat and bird boxes (minimum of 4),
- Landscape planting to benefit wildlife (particularly along site boundaries)
- Hedgehog gaps in proposed fencing

Once approved by the LPA the Biodiversity Enhancements scheme should be implemented in full.

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/our-work/buildings-planning-and-development/lighting>).

#### Environment Team (Land Contamination)

The proposed development site is within close proximity to infilled ground from sand and quarrying activity with sites at both 50m and 140m from the above mentioned address, this can be a gas source. Furthermore given the scale of the development and the number of additional sensitive receptors that this site will attract, the developer will need to undertake a site investigation for soil and gas to ensure that the site is safe for its end use.

As such I would recommend the following conditions :-

- CTM1

No development shall take place until an investigation and risk assessment into contamination at the site, in accordance with a scheme to be approved in writing by

the local planning authority, has been carried out. The investigation and risk assessment shall include recommendations for remedial action and the development shall not be occupied until these recommendations have been implemented.

#### Reason

The report submitted with the application has identified potentially unacceptable risks from contamination and further investigation is required to ensure that these risks to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

- *CTM2*

No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the specified use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme to be submitted shall specify but not be limited to :-the proposed remediation objectives and remediation criteria (ii) all remedial works to be undertaken including the quantities of materials to be removed from and imported to the development site. (iii) the proposals for sourcing and testing all materials imported to the site including testing schedules, sampling frequencies and actual and allowable contaminant concentrations (as determined by appropriate risk assessment in accordance with the document "Model Procedures for the Management of Land Contamination" (CLR11)).

#### Reason

To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

- *CTM3*

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

#### Reason

To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

- *LFG1*

No development shall take place until (i) a method statement for the carrying out of an investigation and assessment of the potential for landfill gas being present on the land has been submitted to and approved in writing by the local planning authority and (ii) the investigation and assessment has been carried out in accordance with the approved method statement and (iii) a written report of the investigation and a copy of the assessment has been submitted to the local planning authority. All precautionary and remedial measures (whether relating to excavation and other site works, building development and construction, gas control measures or otherwise) recommended or suggested by the report and assessment shall be taken or carried out in the course of the development unless otherwise approved in writing by the local planning authority.

Reason

The land may contain landfill gas and it may be necessary to undertake remedial measures in order to comply with Policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD

- *LFG3*

No part of the development shall be occupied until all works necessary to prevent landfill gas migration into the development have been approved in writing by the local planning authority and carried out in full.

Reason

The adjoining land may contain landfill gas and it may be necessary to undertake remedial measures in order to comply with Policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

## **ANALYSIS**

### **Policy Principle**

The application site is located within a Predominantly Residential Area, as defined on the UDP Proposals Map and accommodates an existing residential bungalow and associated curtilage at Number 41C Winnington Road.

Core Strategy DPD policy CS4 directs new housing towards three spatial priority areas (The Town Centre, District and Large Local Centres and, finally, other accessible locations). This policy sets out a hierarchy for development of urban greenfield sites and firstly seeks to release accessible sites not designated as open space and secondly, the use of private residential gardens in accessible urban

locations where proposals respond to the character of the area and maintain good standards of amenity and privacy for the occupants of existing housing.

Core Strategy DPD policy H-2 states that the delivery and supply of new housing will be monitored and managed to ensure that provision is in line with the local trajectory, the local previously developed land target is being applied and a continuous 5 year deliverable supply of housing is maintained and notes that the local previously developed land target is 90%.

The NPPF puts additional emphasis upon the government's objective to significantly boost the supply of housing, rather than simply having land allocated for housing development. Stockport is currently in a position of housing under-supply, with 2.6 years of supply against the minimum requirement of 5 years + 20%, as set out in paragraph 73 of the NPPF. In situations of housing under-supply, Core Strategy DPD policy CS4 allows Core Strategy DPD policy H-2 to come into effect, bringing housing developments on sites which meet the Councils reduced accessibility criteria. Having regard to the continued position of housing under-supply within the Borough, the current minimum accessibility score is set at 'zero'.

In view of the above factors, the principle of residential development at a site within a Predominantly Residential Area, in an accessible and sustainable location, is considered acceptable at the current period of housing of housing under-supply within the Borough. On this basis, the proposal is considered to comply with Core Strategy DPD policies CS2, CS4 and H-2.

#### Developer Contributions

With regard to affordable housing, notwithstanding the requirements of Core Strategy DPD policy H-3 and the Provision of Affordable Housing SPG, the NPPF states that the provision of affordable housing should not be sought for residential developments that are not major developments (10 residential units or more). As such, on the basis of the proposal for 4 no. dwellinghouses, there is no requirement for affordable housing provision within the development.

In accordance with saved UDP policy L1.2, Core Strategy DPD policy SIE-2, the Open Space Provision and Commuted Payments SPD and the NPPG, there is a requirement to ensure the provision and maintenance of formal recreation and children's play space and facilities within the Borough to meet the needs of the residents of the proposed development. On the basis of the additional population capacity resulting from the proposed development (existing 1 no. four bedroomed/five person dwelling = 5; proposed 4 no. four bedroomed/five person dwellings = 20, therefore an additional population capacity of 15), this would require a commuted sum payment of £22,440.00p, which would be secured by way of a Section 106 Agreement.

#### Design and Siting

The neighbour objections received to the proposal on the grounds of design, height, scale and density of the proposed development and the impact on the visual amenity of the area are noted and appreciated.

The proposed development would effectively be of two storey scale to the North Eastern front elevation, albeit with a relatively steep roof pitch which would incorporate dormers to the South Western rear elevation and living accommodation within the roof space. It is acknowledged that the Winnington Road street scene

generally comprises residential properties of two storey scale and that the proposed development would be higher than the adjacent properties at Numbers 41a and 41b to the North East. However, due to the fact that the site comprises a 'backland' location, the proposed development would be well set back from the Winnington Road frontage and public vantage points of the proposed development would not be readily available. In addition, due to the topography of the site and surroundings, the proposed development would be lower than the residential properties on Bramley Gardens to the rear of the site, as demonstrated within the submitted sectional drawing appended to the report. As such, the scale and height of the proposed development within this 'backland' location is not considered to result in an unacceptably alien or incongruous feature within the street scene that would justify the refusal of the application.

Due to the fact that the surrounding area comprises residential properties of varied age and design and coupled with the 'backland' location of the site, no concerns are raised to the general design of the proposed development, of hipped roof design with gable fronted elements, single storey rear projections and rear dormers. Suitably worded planning conditions would be imposed to secure appropriate matters of details, in relation to materials of external construction, hard and soft landscaping, boundary treatment and bin storage.

The proposed density of development at 25 dwellings per hectare is considered acceptable within a suburban location, in accordance with the requirements of Core Strategy DPD policy CS3. Private amenity space to serve the proposed dwellings, ranging from between 94 square metres to 121 square metres would be provided to serve each of the proposed dwellings, broadly in accordance with the guidance contained within the Design of Residential Development, which seeks to ensure that private amenity space of 100 square metres is provided to serve proposed 4 bedroomed dwellings. On this basis, the quantum of development proposed is not considered to result in an unacceptable over-development of the site.

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

#### Impact on Residential Amenity

The neighbour objections received to the proposal on the grounds of the siting, scale, size, height and density of the proposed development and the associated impact upon the residential amenity of surrounding properties are noted and appreciated. It is noted that the site is bounded on all sides by existing residential properties. The Design of Residential Development SPD seeks to ensure that schemes for such 'backland' development as proposed are carefully considered to provide adequate spacing between dwellings and appropriate scale, height and massing of development, in order to ensure that the residential amenity of surrounding properties is not unduly harmed.

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

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

In assessment of the proposal, Members are advised of the following :-

- The proposed development, containing ground floor and first floor habitable room windows in the front elevation, would be sited 12.5 metres from the boundary with and 25.0 metres from the original, principal habitable room windows in the rear elevations of the properties at Numbers 41a and 41b Winnington Road to the North East.
- The proposed development, containing no habitable room windows in the side elevation, would be sited 15.0 metres from the original, principal, habitable room windows in the rear elevation of the property at Number 9 Ley Hey Avenue to the South East.
- The proposed development would contain ground floor, first floor and dormer roof windows in the rear elevation. The proposed ground floor windows would be sited 11.5 metres from the boundary with and 24.0 metres from the original, principal, habitable room windows of the properties on Bramley Gardens and Manor Road to the South West. The proposed first floor windows would be sited 16.0 metres from the boundary with and 29.0 metres from the original, principal, habitable room windows of the properties on Bramley Gardens and Manor Road to the South West. The proposed dormer roof windows would be sited 17.0 metres from the boundary with and 30.0 metres from the original, principal, habitable room windows of the properties on Bramley Gardens and Manor Road to the South West.
- The proposed development, containing no habitable room windows in the side elevation, would be sited 18.5 metres from the original, principal, habitable room windows in the rear elevations of the properties on Crompton Close to the North West.

In view of the above, notwithstanding the objections raised, Members are advised that the proposed development complies with the adopted minimum separation/privacy distances to the surrounding residential properties, as defined by the Design of Residential Development SPD. As such, a refusal of the application on the grounds of overshadowing, over-dominance, loss of outlook, overlooking or loss of privacy is not considered to be sustainable.

It is clear that the proposal for 4 no. residential dwellings to replace the existing 1 no. dwelling on the site would result in the intensification in the use of the existing access road and the front curtilages of the proposed dwellings by more vehicles. However, the submitted scheme includes the provision of a 2.0 metre high acoustic fence along the boundaries to the access road and to the North Eastern site boundary. It is considered that the provision of a 2.0 metre high acoustic fence in these locations would successfully mitigate any harm to residential amenity, by reason of noise and disturbance, from the intensification of the use of the access road and parking areas.

In summary, it is considered that the siting, layout, height, scale and quantum of the proposed development could be accommodated on the site without causing undue harm to the residential amenity of surrounding properties, by reason of overshadowing, over-dominance, visual intrusion, loss of outlook, overlooking, loss of privacy, noise or disturbance. On this basis, the proposal is considered to comply with Core Strategy DPD policies SIE-1 and H-1 and the Design of Residential Development SPD.

### Highways Considerations

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

The Highway Engineer notes that parking provision for the proposed development (integral garage and two parking spaces per dwelling) would be in accordance with adopted parking standards. The Highway Engineer considers that the proposed access road would provide adequate pedestrian inter-visibility and the proposed 2.0 metre by 43.0 metre vehicle visibility splays are appropriate.

Concerns were raised by the Highway Engineer to the application as original submitted, on the grounds of the proposed traffic light entry and exit proposal and in terms of there being insufficient space within the site in order for larger vehicles to enter and exit in a forward gear. However, following the submission of additional information by the applicant, the previous objections raised by the Highway Engineer have been satisfactorily addressed. In terms of the proposed traffic light entry and exist system, the Highway Engineer considers that the level of traffic anticipated to use the access would be such that conflicts are likely to be very infrequent and would result in minimal disturbance on the existing road. With respect to vehicle manoeuvrability, whilst the Highway Engineer acknowledges that a supermarket delivery vehicle would have to perform a more convoluted manoeuvre to exit the site that a standard three-point turn, such a manoeuvre is possible and would not impact on anyone other than residents of the proposed development. As such, the Highway Engineer considers that the proposed development would not result in any severe detrimental impact on the safe operation of the local highway network that would warrant the refusal of the application.

Conditions are recommended by the Highway Engineer to secure appropriate matters of details. Such conditions will require the submission, approval and implementation of a Construction Method Statement; details of the operation and maintenance of the access control system; details of the access construction; details of the construction and sustainable drainage of the driveway and parking areas; and to secure appropriate electric vehicle charging, cycle parking and bin storage facilities.

In view of the above, on the basis of the submitted amended/additional information, the original concerns raised by the Highway Engineer have been satisfactorily addressed. As such, in the absence of objections from the Highway Engineer and subject to conditional control, the proposal is considered acceptable from a traffic generation, parking and highway safety perspective. On this basis, the proposal is considered to comply with Core Strategy DPD policies SD-6, SIE-1, CS9, T-1, T-2 and T-3, the Sustainable Transport SPD and the Transport and Highways in Residential Areas SPD.

### Impact on Trees

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

The Arboricultural Officer notes that the proposed development would impact on existing trees and hedges within the site, however acknowledges that existing trees on the site are not afforded protection by way of Tree Preservation Order or Conservation Area Status. As such, consideration must be taken of the fact that existing trees, hedges and vegetation on the site could effectively be worked to or removed without the requirement for consent.

The Tree Survey submitted in support of the application is accepted as a true representation of the site and the majority of the proposed hedge removal to the North East, North West and South West site boundaries is considered acceptable by the Arboricultural Officer. In order to ensure that 'Tree 1' proposed to be retained to the South Eastern boundary is not unduly impacted on, a condition is recommended to require the submission, approval and implementation of a Method Statement to show the processes to be used when working in the root zone of this tree. Conditions are recommended to ensure that no existing tree to be retained is worked to and to ensure that protective fencing of provided to retained trees during construction. A further condition is recommended to require the submission, approval and implementation of a landscaping/planting scheme, in order to mitigate and off-set the proposed tree loss and to enhance the site from a biodiversity and visual amenity perspective.

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

#### Impact on Protected Species and Ecology

The detailed comments received to the proposal from the Council Nature Development Officer are contained within the Consultee Responses section above.

It is noted that the site has no nature conservation designations, legal or otherwise. The Ecology Report submitted in support of the application confirms that no signs of roosting bats were observed within the existing buildings to be demolished, the buildings to be demolished offer negligible potential to support a bat roost, no potential bat roosting features were observed within trees on the site, bird nesting habitat within the existing buildings to be demolished and trees to be removed were considered to be limited and no signs of or significant potential for any other protected species was identified. On this basis, the site is assessed as offering limited bat roosting potential and the proposed works are considered to be of low risk to roosting bats. Nevertheless, the applicant will be advised of the low potential for roosting bats to be present, legislation in place to protect biodiversity and procedures to follow should protected species be discovered by way of informative.

Conditions are recommended by the Nature Development Officer to require the submission of an update survey should the development not be commenced within two years of the original survey; to ensure that no vegetation clearance works take place during the bird nesting season unless it can be demonstrated that nesting birds are not present; to require the provision of biodiversity enhancements within the development (bat roosting and/or bird nesting facilities); to ensure that landscape planting comprises species beneficial to wildlife; to provide hedgehog gaps in the



proposed fencing; and to ensure that any proposed external lighting is designed so as to minimise impacts on wildlife.

In view of the above, in the absence of objections from the Nature Development Officer and subject to conditional control, the proposal is considered acceptable in terms of its impact on protected species, biodiversity and the ecological interest of the site, in accordance with Core Strategy DPD policies CS8 and SIE-3.

### Flood Risk and Drainage

Core Strategy DPD policy SIE-3 states that all development will be expected to comply with the approach set out in national policy, with areas of hard-standing or other surfaces, should be of a permeable construction or drain to an alternative form of Sustainable Drainage Systems (SuDS). Core Strategy DPD policy SD-6 requires a 50% reduction in existing surface water runoff and incorporation of Sustainable Drainage Systems (SuDS) to manage the run-off water from the site through the incorporation of permeable surfaces and SuDS.

It is considered that appropriate drainage for the proposed development could be secured by the imposition of suitably worded planning conditions. Such conditions would require the submission, approval and subsequent implementation of a sustainable surface water drainage system, including management and maintenance of such at all times thereafter, which should incorporate a Sustainable Urban Drainage System (SUDS), based on the hierarchy of drainage options identified by National Planning Practice Guidance and taking into account ground conditions. Subject to compliance with such conditions, it is considered that the proposed development could be drained in an appropriate and sustainable manner without the risk of flooding elsewhere, in accordance with saved UDP policy EP1.7 and Core Strategy DPD policies SD-6 and SIE-3.

### Land Contamination

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

The Environment Team notes that the site is located within close proximity to infilled ground from sand and quarrying activity, which can be a gas source. Given the scale of the development and the number of additional sensitive receptors that the development will attract, the developer will need to undertake a site investigation for soil and gas to ensure that the site is safe for its end use. This would be secured by way of the imposition of suitably worded phased planning conditions, to require the submission, approval and implementation of an investigation, risk assessment, remediation scheme and remedial action into contamination and landfill gas at the site and the provision of measures to prevent landfill gas migration into the development.

Subject to compliance with such conditions, it is considered that the proposed development would not be at risk from land contamination or landfill gas migration, in accordance with Core Strategy DPD policies CS8 and SIE-3.

### Energy Efficiency

As the proposed development would not exceed 10 residential units, the proposed development does not trigger the Council's carbon reduction targets, as defined by Core Strategy DPD policy SD-3. The submission of an Energy Statement, to confirm

that energy efficient measures would be incorporated within the fabric of the development and to assess the potential use of low and zero carbon technologies within the development would be secured by way of suitably worded planning condition.

### **Fire Safety**

Neighbour concerns raised with regard to the issue of fire safety are acknowledged and appreciated. It is noted that the proposed development would be sited a distance from Winnington Road and the access drive to serve the proposed development is unlikely to be able to allow fire appliances to enter, turn within and exit the site.

Members are advised that fire safety is controlled as part of the Building Regulations, in association with the Local Fire Authority. Nevertheless, as acknowledged by the Highway Engineer, adequate firefighting measures could be provided within the development by way of a mist sprinkler system within each of the proposed dwellings, in lieu of providing an appropriate access drive for fire appliances, which would be controlled by condition. On this basis and coupled with the relevant Building Regulations, it is considered that appropriate fire safety measures could be secured to serve the proposed development.

### **SUMMARY**

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

The principle of residential development at a site within a Predominantly Residential Area and in an accessible and sustainable location, is considered acceptable at the current period of housing under-supply within the Borough.

It is considered that the siting, scale, height, density and design of the proposed development could be successfully accommodated on the site without causing undue harm to the character of the street scene, the visual amenity of the area or the amenity of surrounding residential properties.

In its amended form and in the absence of objections from the Highway Engineer, the proposal is considered acceptable with regard to the issues of accessibility, traffic generation, parking and highway safety.

In the absence of objections from relevant consultees and subject to conditional control, the proposal is considered acceptable with regard to the issues of impact on trees; impact on protected species and ecology; flood risk and drainage; land contamination; energy efficiency; and fire safety.

In view of the above, the proposal is considered to comply with relevant saved UDP and Core Strategy DPD policies and relevant SPG's and SPD's. In considering the planning merits of the proposal against the requirements of the NPPF, the proposal is considered to represent sustainable development. On this basis, notwithstanding the objections raised to the proposal, in accordance with the requirements of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the application is recommended for approval.

### **RECOMMENDATION**

Grant.

Should Members agree the Officer recommendation and resolve to grant planning permission, the decision should be deferred and delegated to the Head of Planning, pending the applicant entering into a Section 106 Agreement to secure the relevant contribution towards open space.