

ITEM 1

Application Reference	DC/076387
Location:	Battersby Court, Old Hall Drive, Offerton SK2 5UA
PROPOSAL:	Erection of two residential single-storey apartments to echo and enhance the existing site of retired sheltered accommodation (resubmission of DC/070910)
Type Of Application:	Full Application
Registration Date:	14.07.2020
Target Date:	Extension of time
Case Officer:	Helen Hodgett
Applicant:	Battersby Court, Care of Agent
Agent:	Mr. P. Garner, Garner Town Planning Ltd.

DELEGATION/COMMITTEE STATUS

This application is before Stepping Hill Area Committee as Cllr. Meikle has called the application to Stepping Hill Area Committee.

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

DESCRIPTION OF DEVELOPMENT

Planning permission is sought for the erection of 2 additional single-storey units of sheltered accommodation for occupation by people of 60 years of age and over, situated within an existing sheltered housing development. The application as originally submitted proposed 4 additional units of sheltered housing accommodation.

The two proposed sheltered housing units, annotated as units 22 and 23 upon the submitted plans, would appear similarly to the existing units, and would provide self-contained units of accommodation comprising 1 bedroom, with kitchen, bathroom, lounge and hallway. The units would have access to the surrounding bounded amenity space and parking provision within the sheltered housing development.

Unit 22 would occupy a location adjoining the blank gable of existing unit 12, with openings to all 3 elevations, including bedroom and lounge windows facing onto the open space to the side and rear. It is proposed that a Laburnum (T14) and a Lawson Cypress (T12) would be felled, and Leyland Cypress (G13) pruned as required to accommodate Unit 22. The accompanying Arboricultural Impact Assessment (AIA) categorises the affected trees as Category C, of moderate and low amenity value.

Unit 23 would be detached and would be located in a gap between the gable of existing unit 19 and the rear of the warden's garage. It is proposed that 7 trees (T20 to T26), including 1 Holly, 1 Lilac, 1 Prunus, 1 Spruce, 2 Sycamore, 1 Cherry and 1 Poplar would be felled to accommodate Unit 23. The accompanying AIA categorises

the affected trees as being Category C trees, of low to moderate amenity value, other than the Category B Poplar of moderate amenity value.

Trees outside the application site edged in red are not proposed to be affected by the development, as shown within the submitted application documents.

Works are also proposed, as part of the development, to formalise the existing in curtilage parking area, to comprise 23 demarcated parking spaces, including 2 accessible parking spaces. The existing vehicular egress and ingress from the adopted highway would be widened to a width of 4.8 metres as part of the works, and demarcated pedestrian access routes alongside the vehicle access would be made available. A small section of hedging to the front boundary would be removed to facilitate the access widening works. The AIA advises that the hedge is Category C and of low amenity value. Bin storage for segregated recycling would be located adjacent to the warden's garage.

A number of documents have been submitted to support the application, including the Arboricultural Report and Impact Assessment (AIA), an Ecological Appraisal, a Drainage Strategy and a Planning Statement, which incorporates Heritage and Energy information.

SITE AND SURROUNDINGS

This application relates to Battersby Court, which is a sheltered housing development off Old Hall Drive, within Offerton. The site comprises 18 existing single-storey sheltered housing units and one unit of warden's accommodation, with ancillary amenities, including one unit of guest accommodation and a laundry. The built form is located in a courtyard arrangement around and surrounded by bounded amenity space, including parking and servicing space adjacent to the frontage of the site with Old Hall Road.

The site is located within a 'Predominantly Residential Area,' in terms of the Council's development plan, and the sites of the proposed units comprise 'greenfield' sites, within a sustainable urban location. In terms of the Environment Agency's (EA's) mapping system, the site is located within Flood Zone 1 (low risk). Regarding coal mining, the site is located within an area of low risk, for which standing advice is provided by the Coal Authority.

The site is bounded by 'Strategic Open Space' to the east and south, which incorporates footpaths and recreational open space. The open space is also designated in the Council's development plan as 'Green Chain' regarding ecology, and is within a 'Landscape Character Area.'

Residential properties are located across Old Hall Road to the north and west. Grade II Listed Building Offerton Hall, which is in residential use, is located to the south western boundary of the site. An area of mature trees is located to the western boundary of the application site, including a number of tall Poplar trees.

POLICY BACKGROUND

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

The Statutory Development Plan includes:-

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

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

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

Saved policies of the SUDP Review

EP1.7 – Development and flood risk

EP1.9 – Safeguarding of Aerodromes and Air Navigation Facilities

L1.1 – Land for Active Recreation

MW1.5 – Control of waste from development

LDF Core Strategy/Development Management policies

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

SD-1: Creating Sustainable Communities

SD-3: Delivering the Energy Opportunities Plans - New Development

SD-6: Adapting to the Impacts of Climate Change

CS2: HOUSING PROVISION

CS3: MIX OF HOUSING

CS4: DISTRIBUTION OF HOUSING

H-1: Design of Residential Development

H-2: Housing Phasing

H-3: Affordable Housing

CS8: SAFEGUARDING AND IMPROVING THE ENVIRONMENT

SIE-1: Quality Places

SIE-2: Provision of Recreation and Amenity Open Space in New Developments

SIE-3: Protecting, Safeguarding and Enhancing the Environment

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

CS9: TRANSPORT AND DEVELOPMENT

CS10: AN EFFECTIVE AND SUSTAINABLE TRANSPORT NETWORK

T-1: Transport and Development

T-2: Parking in Developments

T-3: Safety and Capacity on the Highway Network

Supplementary Planning Guidance

Supplementary Planning Guidance (Saved SPG's & SPD's) does not form part of the Statutory Development Plan; nevertheless it does provide non-statutory Council approved guidance that is a material consideration when determining planning applications.

Relevant guidance is as follows:

Design of Residential Development SPD

Open Space Provision and Commuted Sum Payments SPD

Sustainable Design and Construction SPD

Sustainable Transport SPD

Transport and Highways in Residential Areas SPD

National Planning Policy Framework (NPPF)

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

The NPPF representing the governments up-to-date planning policy which should be taken into account in dealing with applications focuses on achieving a lasting housing reform, facilitating the delivery of a greater number of homes, ensuring that we get planning for the right homes built in the right places of the right quality at the same time as protecting our environment. If decision takers choose not to follow the NPPF, then clear and convincing reasons for doing so are needed.

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

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

1. Introduction

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

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

2. Achieving sustainable development

Para 7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

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

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

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

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

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

The presumption in favour of sustainable development

Para 11. Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

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

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

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Para 12. The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

4. Decision-making

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

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

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

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

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

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

5. Delivering a sufficient supply of homes

Para 59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing

requirements are addressed and that land with permission is developed without unnecessary delay.

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

Para 68. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

8. Promoting healthy and safe communities

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

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

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

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

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

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

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

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

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

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

9. Promoting sustainable transport

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

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

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

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

11. Making effective use of land

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

Para 118. Planning policies and decisions should:

- a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and
- e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

Achieving appropriate densities

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

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

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

12. Achieving well-designed places

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

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

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

15. Conserving and enhancing the natural environment

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

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;

d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and

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

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

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

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

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

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

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

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

- b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
- c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

16. Conserving and enhancing the historic environment

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

192. In determining applications, local planning authorities should take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness.

Considering potential impacts

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

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

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

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

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

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

197. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

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

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

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

Annex 1: Implementation

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

PLANNING HISTORY

Reference: DC/062004; Type: DOC; Address: Battersby Court, Old Hall Drive, Offerton, Stockport, ; ; Proposal: Discharge of conditions 4 and 6 of planning permission DC060926; Decision Date: 08-JUN-16; Decision: DOC

Reference: DC/060926; Type: FUL; Address: Battersby Court, Old Hall Drive, Offerton, Stockport; Proposal: Proposed enlargement of existing carpark at Battersby Court.; Decision Date: 15-MAR-16; Decision: GTD

Reference: DC/070910; Type: FUL; Address: Battersby Court , Old Hall Drive, Offerton, Stockport, SK2 5UA; Proposal: The erection of 6no. residential single storey apartments to echo and enhance the existing site of retired sheltered accommodation.; Decision Date: 03-OCT-19; Decision: Refused

Reference: DC/051175; Type: TWTT; Address: 1 Battersby Court, Old Hall Drive, Offerton, Stockport, SK2 5UA; Proposal: T 1 - 2 Lime, remove epicormic growth and clear street lighting. T 3-4-5 Sycamore, crown lift to give 4 metres clearance.TPO 226E; Decision Date: 20-DEC-12; Decision: GTD

Reference: DC/077730; Type: TWTT; land adjacent Battersby Court, Old Hall Drive, Offerton, Stockport SK2 5UA; Proposal: T1 - 18m Tilia Dead wood clear, Lift complete crown, Remove epicormics growth T2 - 13m Sycamore Reduce crown from property T3 - 14m Sycamore Reduce crown from property, Deadwood clear T4 - Lift complete crown 16m Acer G1 - Fell and poison all saplings. Decision Date: 01-OCT-20; Decision: GTD

CONSULTATION RESPONSES

NEIGHBOURING PROPERTIES

The occupiers of neighbouring properties were notified of this planning application and of the revised scheme for 2 units by letters. A site notice has additionally been publically displayed adjacent to the site and a notice placed in the Stockport Express for public consultation.

Representations have been received from contributors at a total of 4 addresses in response to all consultation upon the application. (One of the objections to the original scheme for 4 units included below, is stated to be submitted on behalf of the occupiers of 6 individual properties, however, this is not verified).

1 representation of support has been submitted, whilst the other representations received are in objection to the application. The representations to the original and current application can be reported as follows:

Objections received from the occupiers of 3 properties in relation to the original application for 4 residential units (ref. units 20, 21, 22 and 23):

- The construction period would have unacceptable impacts upon the living environment and residential amenity of existing occupiers.
- The original stipulations for Battersby Court required that each of the dwellings had its own designated leisure areas to both the front and rear, which were allocated for each of the individual residents residing at Battersby Court.
- These designated leisure areas referred to were also noted within Arthur Norfolk Battersby's original plans for Battersby Court and as such, his wishes & principles for the site's future should not be ignored.
- This latest proposed planning application for an additional 4 buildings to be built within the existing site's current residents allocated "green space" will result in an overall reduction to the site's current free square meterage area, removal of some from within these adjoining designated areas for the proposed buildings that were to be used by the residents for their leisure and enjoyment.
- The site's existing infrastructure would not support the proposed development.

- The proposed works to the car park are queried. The subsequent effects may introduce other limitations and daily constraints for the current residents, for example, on the safe manoeuvring into/out of car parking space number 1 for example, also by the introduction of the proposal to remove the grassed areas for the addition of both car parking spaces numbers 5 & 8, which in order to increase the number of resident parking spaces from 19 currently up to 23 in total (including 2 disabled spaces, are these to be permanently allocated? these are shown as car parking spaces numbers 2 & 3) the overall impacts within the car park appears that the spaces now appear to be very narrow/congested with individually allocated spaces, possibly introducing additional safety risks as both the intensity & frequency of additional parking manoeuvring /additional people flows to the current site would increase overall due to the introduction of these additional 4 car spaces, that is without any allowances made for any regular service vehicles or the current/future resident's visitors attendance numbers.
- Fire Service coverage requirement for some proposed new units (20 & 21) are shown to be located at rear boundary limits of existing site.
- The building of Unit 23 will require removal of trees T20, 22, 23, 24, 25 & 26 which currently provide privacy to Units 14 to 19 (inclusive) & their designated leisure areas.
- The building of Unit 22, which is shown directly adjacent to existing Unit 12, will result with Unit 22 itself having a vista, which would be directly facing onto existing Unit 11 end wall, also with its building, requiring the removal of trees T12, T14 & G13 shrubbery which currently provides privacy to both existing Units 12 & 13 designated leisure areas.
- The Building of Units 21 requires tree T9 to be removed, Building Unit 20 also requires G8 shrubbery to be removed both of which currently provides privacy to Units 11 to 8 (inclusive) rear designated leisure areas.
- Proposed Building of Units 20 & 21 would result in their own front vista's directly overlooking into the rear of existing units and would also require some form of external lighting requirement for their access footpath, resulting in those existing residents occupying 9, 10 & 11 having significant reductions to their current privacy & rear designated leisure areas & rear light pollution introduced.
- Units 20 & 21 would also have no rear space of their own, as their rear elevation as shown is very close to site's existing boundary.
- The proposed development would cause damage to the current amenities of the occupiers of neighbouring properties by reason of loss of leisure area, loss of privacy and visual intrusion contrary to the requirements of policy SIE-1 "Quality Places" of the Stockport Core Strategy DPD 2011 and the advice contained in the Council's adopted SPD "The Design of Residential Development" and the NPPF.
- The proposed development would not provide a satisfactory standard of amenity for future occupiers. It would result in a cramped and claustrophobic environment, whilst also failing to provide a reasonable standard of privacy, contrary to the requirements of SIE-1 "Quality Places" of the Stockport Core Strategy DPD 2011 and the advice contained in the Council's adopted SPD "The Design of Residential Development" and the NPPF.

- The proposal would be contrary to the interests of highway safety since it will result in an intensification of the use of the site's access, which is substandard in terms of width, and geometry. As such, the development 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.
- Insufficient information relating to servicing and how the site can be accessed by fire appliances and service vehicles has been submitted in support of the application, in accordance with the requirements of Policy T-1 'Transport and Development' of the Stockport Core Strategy DPD 2011, in order to allow the proposed development to be adequately assessed. In the absence of this information, it has not been possible to demonstrate that the proposal would comply 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 2011.
- The applicant has failed to demonstrate that the number of parking spaces that the submitted documents outline will be provided would be able to be provided or that the parking to be provided will be able to function in a safe and practical manner due to the size of spaces and layout of the car park. Without the provision of sufficient parking facilities which would be safe and practical to use, the proposal will be contrary to Policies T-1 'Transport and Development', SIE-1 'Quality Places', T-2, 'Parking in Developments' and T3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD 2011.
- Units 20 and 21, including the proposed access route, would detrimentally impact upon the privacy of the occupiers of adjacent units.
- Object to proposed unit 23 adjacent to the warden's accommodation, 1 Battersby Court.
- Consent was recently granted for works to trees in the copse to the western boundary adjacent to Battersby Court. Strongly object to a vehicle access being subsequently proposed through this copse of trees for construction work off the unadopted road. This is as drains, including man hole accesses, serving residential property are located in the area of the copse, and heavy vehicles and plant may cause the drains to collapse. The drains are already in a poor state of repair resulting in episodes of sewage ingress. Use of the unadopted road for construction vehicles would also cause inconvenience, deterioration of the track, and large repair bills.
- 3 of the proposed units would be boxed into a corner with restricted access and outlook.
- 20 and 21 will be overlooked by 10 and 11. 22 will look directly onto the gable end of 11.
- The adjoining recreation facility causes problems for residents now. Units 20 and 21 would be extremely close to the boundary. It is foreseen that any residents of these properties would be plagued and unable to enjoy living in their properties.

Objections received from the occupiers of 2 properties in relation to the revised application for 2 residential units (ref. units 22 and 23):

- Have grave reservations regarding proposed unit 23, adjacent to the warden's accommodation, 1 Battersby Court.
- If the planning committee were mindful to grant an application for this apartment, would draw your attention to access for building work.
- Request insertion in planning conditions that access to the plot of land between 19 and 1 Battersby Court must be from land owned by the trustees. Would strenuously object to access through the copse of trees to the western boundary of the site, over the land owned by Stockport Homes. This is due to the existence and impact upon foul drains within this area.
- The application for two additional apartments is out of keeping with the layout of the retirement complex and would make the development unsightly and would urge the planning committee to reject it.
- It is a retirement complex for elderly people, some of whom are in poor health. To have it transformed into a building site during construction work would also cause them considerable inconvenience and distress.
- Reiterate objections as made originally regarding the adverse impact upon drains and the unadopted road of an access through the copse of trees to the western boundary. An access to the site between No 1 and No 19 Battersby Court would impact upon grade II Listed Building Offerton Hall.

Support:

- Support four new bungalows at Battersby Court, as they will provide much needed accommodation for older people now and in the future.

CONSULTEE RESPONSES

SMBC Highways – Final comments – I write with reference to the revised drawing (P/03 Rev B 'Proposed Site Layout') which has been submitted to address issues raised by others in respect to the proposed development. I note that the scheme has been amended to remove 2 of the 4 units that were proposed (Units 20 and 21) and, as such, only 2 units are now proposed. Other aspects of the scheme remain the same. As such, and noting that the removal of 2 units will result in a slight reduction in vehicle movements to / from the site, I would have no objection to the revised scheme.

Recommendation: No objection, subject to conditions.

Relevant Conditions / Reasons / Informatives

Conditions

No development shall take place until a method statement detailing how the development will be constructed (including any demolition and site clearance) has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include details on phasing, access arrangements, turning / manoeuvring facilities, deliveries, vehicle routing, traffic management, signage, hoardings, scaffolding, where materials will be loaded, unloaded and stored, parking arrangements and mud prevention measures. Development of the site shall not proceed except in accordance with the approved method statement.

Reason: To ensure that the approved development is constructed in a safe way and in a manner that will minimise disruption during construction, in accordance with Policy T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD. The details are required prior to the commencement of any development as details of how the development is to be constructed need to be approved prior to the commencement of construction activities.

No work shall take place in respect to improving the site's access arrangements until a detailed drawing of the proposals to improve the site's access arrangements, as indicated on drawing P/03 Rev B 'Proposed Site Layout', have been submitted to and approved in writing by the Local Planning Authority. The drawing shall include:

- 1) A detailed layout and specification details for the widened vehicular access footway crossing
- 2) A kerbing drawing (including details of where dropped kerbs will be provided)
- 3) Specification details for the widened carriageway and proposed footway
- 4) Full details of how the existing footway to the west of the access will be clear of vegetation

The approved development shall not be occupied until the access has been upgraded in accordance with the approved drawing and is available for use. The access arrangements shall thereafter be retained as constructed. The existing footway to the west of the access shall be maintained so it clear of vegetation and is available for use at all times.

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.

No work shall take place in respect to the enlargement and amendment of the site's existing car park so as to provide a total of 23 parking spaces within the site (in accordance with the layout indicated on drawing P/03 Rev B 'Proposed Site Layout') until a detailed drawing of the works to enlarge and amend the car park has been submitted to and approved in writing by the Local Planning Authority. Details shall include how the enlarged / amended car park will be surfaced, drained, marked out, signed and illuminated. The approved development shall not be occupied until the car park has been enlarged / amended in accordance with the approved drawing and is available for use. The car park shall thereafter be retained and shall remain available for use.

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.

Two charging points for the charging of electric vehicles shall be provided within the car park that will serve 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. The approved development shall not be occupied until the charging points have been provided in accordance with the approved details and are 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.

Details of proposals to provide a store / shed within the site for each of the approved dwellings for the storage / parking of cycles and/or mobility scooters shall be submitted to and approved in writing by the Local Planning Authority. Each dwelling within the development shall not be occupied until the store / shed for that dwelling has been provided in accordance with the approved details. The store / sheds shall then be retained and shall remain available for use at all times thereafter.

Reason: To ensure that safe and practical cycle / mobility scooter 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.

A drawing illustrating a scheme to provide uncontrolled pedestrian crossings (dropped kerbs with tactile paving) at the following locations shall be submitted to and approved in writing by the Local Planning Authority:

- 1) At the junction of Dodge Fold and Old Hall Drive
- 2) Across the turning area on Old Hall Drive to the west of the site access
- 3) On Half Moon Lane at the access that serves St Philip's Catholic Primary School

The development shall not be occupied until the pedestrian crossings have been provided in accordance with the approved drawing and are available for use.

Reason: To ensure that the development has safe and good quality pedestrian access arrangements 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

Details of a scheme to provide a mist sprinkler system in the dwellings that are located remote from the highway (dwelling 22) in lieu of providing an access drive and turning area for fire appliances to the dwellings shall be submitted to and approved in writing by the Local Planning Authority. Each of these dwellings shall not be occupied until a mist sprinkler system 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.

Reason: To ensure that the 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

The development shall not be occupied until the bin store has been provided in accordance with the details indicated on drawing P/03 Rev A 'Proposed Site Layout'. The bin store shall then be retained and shall remain available for use 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.

Informatives

A condition of this planning consent requires the submission of a Construction Method Statement. In order to ensure that the statement includes all the required information the applicant / developer is advised to use the Council's template Construction Method Statement. This can be obtained from the 'Highways and Transport Advice' section within the planning pages of the Council's web-site (www.stockport.gov.uk).

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.

SMBC Highways – further comments -

I write with reference to the revised drawing (P/03 Rev A 'Proposed Site Layout') and e-mail from Phil Garner dated 8th October 2020, which have been submitted in response to my consultation response dated 5th October 2020. After examining the revised plan, I note that the scheme has been amended so as to provide a bin store adjacent to the Warden's Garage, along the lines I recommended. As such, I consider the revised drawing acceptable.

With respect to fire safety, I previously outlined that the distance that 3 of the 4 dwellings (Plots 20-22) will be from the highway will exceed the maximum distance that Building Regulation B5 states fire appliances need to be able to park near a dwelling. I therefore outlined that this would need to be addressed by either providing an emergency access route along the east of the site or installing a mist sprinkler system in each dwelling. The revised drawing does not show proposals to

provide such a route and I note that Phil has outlined in his e-mail that the issue of fire access/sprinkler systems will be addressed at a later date (as part of the building regulations process).

Whilst this issue is covered by Building Regulations, the provision of an access drive and turning area to the dwellings for use by fire appliances could not be dealt with through the building regulations process. This leaves the installation of mist sprinkler systems in the dwellings as the only possible option. As such, and as has been done with schemes similar to this, I would recommend that any approval granted is subject to a condition which requires the provision of the mist sprinkler systems so as to ensure the limitations in respect to access for fire appliances does not affect the safety of occupants of the proposed dwellings.

Recommendation: No objection, subject to conditions.

SMBC Highways – Initial comments - This application, seeking permission for the erection of four dwellings at Battersby Court (a retirement complex) is a resubmission of a larger scheme which proposed the erection of 6 apartments and was refused in October 2019 on a total of 9 grounds, including 6 relating to highways and transportation issues. Although I had no objection, in principle, to that scheme, I had a number of concerns with the scheme in its submitted form which I considered needed to be addressed by amending the scheme. Revised proposals, however, were not submitted and, as such, I had no option other than to recommend the application be refused.

The scheme has now been revised and has been submitted as a new application. In addition to the number of apartments being reduced from 6 to 4 and being located in different positions, the revised scheme includes:

- 1) Proposals to widen the site's vehicular access to 4.8m
- 2) Proposals to reinstate an existing pedestrian access into the site
- 3) Proposals to provide a new footpath into the site
- 4) Proposals to enlarge the existing car park within the site to increase the number of parking spaces from 18 to 23 (an increase of 5)

After examining the revised scheme, I would make the following comments:

As outlined at the time of the previous application, the proposal should not result in a material increase in vehicle movements or change in character of traffic on the local highway network in the vicinity of the site. In addition, the site is reasonably accessible, being within reasonable walking distance of Offerton Local Centre, a food store, park and bus route. As such, I have no objection to the principle of constructing 4 additional dwellings at the site.

With respect to access, there is presently no dedicated pedestrian access into the site and the existing vehicular access (which pedestrians also have to use) does not allow for two-way vehicle movements. As the proposal will result in additional pedestrian movements to the site and an intensification of use of the access, I consider that improvements are required to the site's access arrangements to ensure that the site can be accessed in a safe and practical manner. As outlined above, the

revised scheme includes proposals to widen the site's vehicular access to 4.8m, reinstate an existing pedestrian access into the site and provide a new footpath into the site. Subject to detailed design, these improvements are considered acceptable and should take into account the increase in vehicular and pedestrian movements to and from the site.

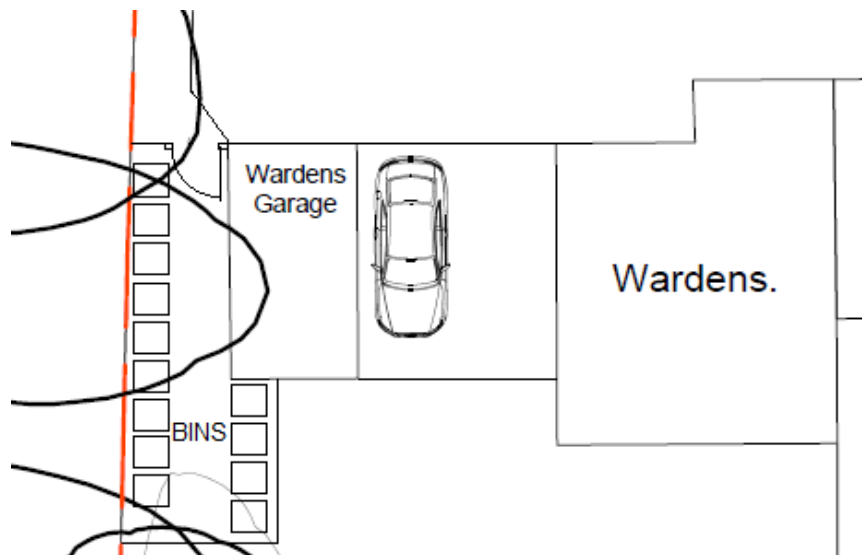
With respect to parking, there are presently 18 car parking spaces within the site for occupiers of the 18 existing dwellings and their visitors. As part of the proposal, 5 additional parking spaces are proposed to be provided, which will provide 1 additional space for each of the proposed dwellings, together with a space for visitors. Noting the site's accessibility, nature of the dwellings and car ownership levels in the area (85%) and at the development itself (68%), I would consider this level of parking acceptable. With respect to disabled provision, whilst the scheme includes proposals to provide 2 parking spaces for disabled badge holders, the spaces are sub-standard in design (disabled spaces should measure 2.4m by 4.8m and include a hatched 'wheelchair manoeuvring area' on both sides of the space). In order to provide a hatched area on both sides of the spaces, however, trees would need to be removed, which, I assume would not be desirable. As such and noting that the areas adjacent to the spaces are grass and those using the spaces would likely be residents or regular visitors and would therefore be familiar with the spaces, I would be willing to accept sub-standard spaces in this instance.

The submitted drawings, however, do not include any proposals to provide parking for cycles or mobility scooters, although the Planning Statement outlines that the warden's garage could be used for this purpose, if the LPA consider provision of cycle parking necessary (it notes that no cycle parking is proposed as *"the nature of residents dictate that such a mode of transport is not utilised"*). Whilst I accept that some occupiers of the dwellings may not be able to cycle, some may be (notably as e-bikes and non-standard bikes enable older persons to continue to cycle for to a greater age and with certain health conditions). In addition, those who are not able to cycle may use mobility scooters instead. As such, I consider that provision does need to be made for cycle / mobility scooter parking. Use of the warden's garage, however, would result in the loss of a parking space for the warden and would mean that cycles / scooters would be parked a significant distance from the apartments (older people may not be able to walk such a distance). As such, I would recommend scooter / cycle stores are provided closer to the apartments (e.g. in purpose built lockers). This matter, however, could be dealt with by condition.

Regarding accessibility, although I consider the location of the site suitable for residential use, suitable connections need to be provided between each of the dwellings and the existing road / path network in order to ensure that occupiers are able to, and are encouraged to, travel by foot, public transport and cycle. The submitted plans show the provision of new paths between the 4 dwellings and the existing path network within the site and, as outlined above, the scheme includes proposals to provide pedestrian paths on either side of the site access. As such, I consider the existing and proposed access routes within the site acceptable. I do note, however, that there aren't dropped kerbs / tactile paving at a number of potential crossing points at junctions on key pedestrian routes to the site (e.g. to the nearby bus stops and shops). This may deter / prevent pedestrian access (notably those with mobility issues). This, however, could be addressed by condition

requiring the provision of a number of uncontrolled pedestrian crossings at a small number of locations.

Finally, with respect to servicing no information is included in the Planning Statement to outline how the site is, or will be, serviced, although it is assumed that refuse collection is presently carried out from Old Hall Drive and day to day servicing (e.g. supermarket delivery vehicles etc.) is carried out from the within the car park. This, however, should be clarified. Regarding bin storage, the Planning Statement outlines that bins would be stored to the side of the access and the location of this is indicated on the proposed site layout plan. This, however, would conflict with pedestrian access into the site and the area would not be large enough to accommodate existing bins (I note there are presently 10 bins), as well as the additional bins that would be required for the 4 additional dwellings, which is likely to result in bins simply being left on the site access drive or in parking spaces. As such, I do not consider the proposed refuse storage arrangements acceptable and consider this needs to be reviewed. One option could possibly be to form a bin store to the west of the Warden's garage, along the lines indicated on the plan below.



Regarding fire safety, 3 of the 4 dwellings (Plots 20-22) will be a considerable distance from the public highway and a distance greater than the maximum distance Building Regulation B5 states fire appliances need to be able to park near a dwelling. Fire vehicle access to these dwellings therefore needs to be reviewed and a scheme to address the issue submitted. One option would be to provide an emergency access route along the east of the site (e.g. formed using a reinforced grass system). Alternatively, the installation of a mist sprinkler system in each dwelling may negate the need to provide an emergency access route (I would suggest that this may be the more suitable option).

To conclude, whilst I have no objection to the principle of additional dwellings at Battersby Court, there are issues regarding servicing, bin storage and fire safety which need to be addressed. I would therefore recommend that the application is deferred and the applicant is requested to amend the review and amend the scheme with the aim of addressing these issues.

SMBC Environmental Health – Land Contamination – The proposed development site has not been identified for further investigation due to any former potential contaminative uses. The areas of the proposed apartments appear to have never been developed historically. As such it would be onerous to request the developer undertakes an intrusive investigation, but they must keep a watching brief should any contamination be suspected or found. As such, request an informative be applied to a decision regarding the unexpected discovery of contaminated land.

SMBC Environmental Health – Noise – No objection.

SMBC Nature Development Officer –
Nature Conservation Designations

The site itself has no nature conservation designations, legal or otherwise. The area to the south of the application site is designated as Green Chain and Fogbrook Site of Biological Importance (SBI) is located approx. 80m to the south. I do not envisage any significant adverse impacts on these areas as a result of the proposals as works will not encroach into the designated sites.

Legally Protected Species

An ecology survey has been carried out and submitted with the application (Whitcher Wildlife Ltd, 2018). The survey was carried out in November 2018 by a suitably experienced ecologist. The survey aimed to map the habitats present on site and assess the potential for protected species to be present.

Many buildings and trees have the potential to support roosting bats. 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.

No evidence of roosting bats was recorded during the survey and the buildings were assessed as offering no potential to support a bat roost as no crevices suitable for use by bats were observed. Similarly none of the trees within the application site were found to offer features suitable as a bat roosting site.

Buildings and vegetation can offer suitable nesting habitat for breeding birds however nesting opportunities within the buildings are limited. All breeding birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended).

Badgers and their setts are legally protected under the Protection of Badgers Act 1992. Habitats within the site are unsuitable for badger sett creation but the amenity grassland offers some potential as a foraging area. No evidence of badger activity was recorded during the survey.

No evidence of or significant potential for any other protected species was identified during the survey.

Invasive Species

Cotoneaster sp. was recorded within the site. Many *Cotoneasters* are listed under Schedule 9 of The Wildlife and Countryside Act 1981 (as amended), making it an offence to plant, or otherwise cause to spread these invasive species in the wild.

Recommendations:

The proposals are considered to have a low risk of impacting roosting bats. As a precautionary measure I would recommend that an informative is attached to any planning permission granted so that the applicant is aware of the potential (albeit low in this instance) for bats to roost within buildings/trees on site. It should also state that the granting of planning permission does not negate the need to abide by the laws which are in place to protect biodiversity. Should at any time bats or any other protected species be discovered on site, work should cease immediately and Natural England/a suitably experienced ecologist should be contacted.

In relation to breeding birds, the following condition should be used: No vegetation clearance should take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before vegetation clearance works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the LPA.

No evidence of badgers was recorded during the survey however it is recommended that reasonable avoidance measures are adopted during construction works to minimise the risk of impacting any badgers that may move through the site. This includes capping off pipework >20mm diameter and any excavations to either be covered overnight or provided with a ramp to allow any badgers a means of escape.

Ecological conditions can change over time. If the proposed works have not commenced by November 2020 (i.e. within two survey seasons of the 2018 survey) it is recommended that an update survey is carried out in advance of works to ensure the baseline and assessment of impacts in respect of bats, badgers and other potential ecological receptors remains current.

Cotoneaster was recorded on site. The species was not identified however many species of *cotoneaster* are listed on Schedule 9 of the Wildlife and Countryside

Act 1981 (as amended). To prevent any potential breach in legislation it is advised that a condition is attached to any planning consent to ensure that this plant is not spread and any disposal follows appropriate guidelines (e.g. herbicide treatment/disposal to licenced landfill).

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

Replacement planting (ideally with locally native tree species) will be required to mitigate for the proposed tree loss. All retained trees should be adequately protected from potential impacts following British Standards and advice from the Council's Arboriculture Officer.

Opportunities for biodiversity enhancements are expected within the development in line with national and local planning policy – some suitable measures are provided in section 5.4 of the ecology report. Any proposed landscaping should comprise a mix of species beneficial to wildlife (i.e. nectar-rich, berry/fruit producing) and should ideally be locally native. For example, there is an opportunity to enhance the northern boundary by incorporating native species such as holly, hawthorn and guelder rose. Any proposed landscaping plans should be submitted to the LPA for review. It is also advised that bat and/or bird roosting/nesting facilities are provided within the proposed new buildings. Integrated boxes are available which are less conspicuous than externally mounted boxes (see for example Habibat boxes). A minimum of four bat/bird boxes to be erected on site would be appropriate. Details of the proposed type, location and number of bat/bird boxes should be submitted to the LPA for review and this can be secured by condition.

SMBC Arboricultural Officer – The proposed development is not within a Conservation Area. There is no legally protected tree within this site or affected by this development.

The proposed construction including associated infrastructure of the site predominantly sits within the informal grounds and hard standing areas of the site and will have an impact on trees on site or neighbouring the site.

The main concern for the development is the potential tree loss levels and accidental damage during the construction stages of the build as well as the material storage and deliveries on the site and the ever increasing urban aspect of the site and surrounding areas through tree loss. There is no indicative tree planting shown on the site layout plans, so there is no evidence on how they propose to enhance the ever increasing urban setting but some consideration needs to be given to the increase of screening of the site from the properties and vice versa, while also considering the biodiversity and environmental aspect of trees within the urban setting.

The proposed development will potentially impact on the trees through the proposed new builds as well as construction stages on site with several trees and shrubs being shown for removal as well as within proximity of the new build and shown on the arboriculture impact assessment/tree survey details on their health condition, structural condition and impact from developments, it is agreed with the report that many trees are low amenity so removal is ok as long as the conditioned landscaping plan mitigates for this loss.

Due to the ever increasing urban aspect of Offerton a compensatory/enhancement planting scheme needs to be considered in accordance with the Councils policy for tree cover and any proposed planting needs to acknowledge and deliver on the historical link to an old orchard as well as replacing the lost canopy cover for the area from the proposed loss, but this can be conditioned to off-set the impact on the biodiversity of the site and enhancing the local environment with increased level of tree cover for the site.

The tree planting will impact on biodiversity, aesthetics and general screening of the site.

Consideration needs to be given to any proposed tree planting as part of the scheme as whilst the layout plan shows low level of proposed tree planting throughout the site, further planting is required to enhance the local area the details of the tree size and species need to be reviewed as some species need to be assessed and all the sizes need to be the large specimens.

All retained trees root protection areas will need to be fenced off prior to any commencement on site in accordance with the arboriculture impact assessment details to prevent any accidental damage to these trees and the driveway construction as well as relocation of the bin store prior to any works commencing including a method statement for all construction works in and around the trees root protection areas.

In principle the proposed construction will have an impact on the trees on site and within neighbouring properties, therefore it is acceptable in its current format with the consideration/delivery of the landscaping schemes submitted to discharge the conditions and consideration of the above is given in these scheme.

Conditions required regarding tree protection measures and proposed tree planting/landscape scheme.

SMBC – Conservation and Heritage – The application is a resubmission of a previously refused application (DC/070910). The application was refused for a number of reasons, including harmful impact that the development would have on the significance of the Grade II listed Offerton Hall, by virtue of the impact on its setting.

The current application has been amended in order to try to overcome this reason for refusal. The development would now not include the formerly proposed units sited to either side of units 12 and 13 at the site, which brought the built form at the site

further southwards, abutting the site boundary. The current application still proposes an additional unit adjoining the east facing side elevation of unit 12 at the site, but this would not project any further southwards than the existing unit 12, and would retain the existing degree of separation between the buildings and the boundary to the south. Additionally this proposed unit would be separated from Offerton Hall to the west by the existing units 12 and 13.

I do note however that the application proposes the loss of trees. The most northerly part of the application site has a spacious green leafy quality at present that forms part of the setting of Offerton Hall and as such the loss of the trees and vegetation raises concern. In order to mitigate the harm caused by the loss of the trees and shrubbery, the application should propose replacement planting in this part of the site, or landscaping should be required by condition...such as the following condition, or other such condition as you deem appropriately worded in order to ensure mitigation for the loss of trees and shrubs on this part of the site. Other necessary conditions would relate to the materials of external construction of the development, which shall be identical in appearance to those of the existing buildings.

Condition

No development shall take place until a scheme of landscaping has been submitted to and approved in writing by the local planning authority. The scheme shall indicate the size, species and spacing of planting, the areas to be grassed and the materials to be used on the hard surfaced areas.

Reason

To ensure the satisfactory appearance of the site in compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

Condition

The materials of the external construction shall be identical in appearance to those used on the existing buildings, or such alternative materials, samples of which have been submitted to and approved in writing by the local planning authority.

Reason

To ensure the satisfactory appearance of the site in compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

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

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

- (a) incorporate SuDS and be based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions;
- (b) include an assessment and calculation for 1in 1yr, 30yr and 100yr + 40% climate change figure critical storm events;

(c) be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards; and

(d) shall include details of ongoing maintenance and management. The development shall be completed and maintained in full accordance with the approved details

United Utilities – In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

Request a condition regarding surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. Also, request a condition regarding foul and surface water shall be drained on separate systems.

GMP Design for Security – We would have concerns over the location of plots 20 & 21.

The site plan indicates that the two plots will be located close to the boundary of the site, which is adjacent to a public footpath, it also indicates that the plots will be located behind plots 9 & 10. This will mean that plots 20 & 21 will be isolated and secluded from the development as a whole and will suffer from the lack of natural and passive surveillance from the existing plots on the site.

The plots in question will also automatically become vulnerable due to the close location to the boundary which sits adjacent to a public footpath where the general public and any potential would be offenders have a legitimate reason to be there. Even with boundary treatment and defensive planting in place, the isolation and detachment of the plots from the main aspect of the site would present too many risk factors that could ultimately lead to an increase of crime on the site as a whole.

I have considered ways of making plots 20 & 21 more secure, including: the use of security rated entrance doors & windows and, additional lighting on and around the footpath and to the building itself. However, there are other issues that are more difficult to address, i.e. the lack of surveillance, the quality of the street environment, and the isolation of the property at night-time

For the reasons set out above, I do not consider that the proposed plots 20 & 21; will provide a sufficiently safe and secure aspect of this development for future or existing residents.

Having reviewed the location of the other proposed plots on the site, we would be satisfied that the location of these would be acceptable providing that the proposed plots are designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors (please see www.designforsecurity.org/secured-by-design/ or www.securedbydesign.com for more information). Developments that are built to this standard are less likely to be susceptible to crime.

ANALYSIS

Housing

Policy CS2 of the core strategy, which relates to housing provision, states that a wide choice of quality homes will be provided to meet the requirements of existing and future Stockport households. The focus will be on providing new housing through the effective and efficient use of land within accessible urban areas, and making the best use of existing housing.

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

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).

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%. Paragraph 3.117 of the policy states that in the absence of a five year housing supply, housing development in less accessible and sustainable locations will be supported.

The NPPF emphasises 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 with appropriate buffer.

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

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

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

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

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

The application proposes a ‘greenfield’ development, of two additional sheltered housing units within the curtilage of existing sheltered housing. The site is located within an accessible urban location, and within a Predominantly Residential Area.

Introducing the proposed residential accommodation at the application site is deemed to be, in principle, acceptable, subject to the development being acceptable in terms of its visual impact; its relationship to neighbouring residents; its impact upon the highway network; and in all other regards, acceptable and appropriate, in accordance with the NPPF and policies CS2, CS3, CS4 and H2 of the Core Strategy.

The proposal would provide additional windfall residential accommodation, to meet the requirements of older people, contributing towards meeting the housing needs of the Borough, by providing 2 further units of sheltered accommodation within an existing mixed tenure residential area.

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.

It is assessed that the proposal for the 2 additional units should not result in a material increase in vehicle movements or change in character of traffic on the local highway network in the vicinity of the site. In addition, the site is reasonably accessible, being within reasonable walking distance of Offerton Local Centre, a food store, park and bus route.

With respect to access, there is presently no dedicated pedestrian access into the site and the existing vehicular access (which pedestrians also have to use) does not allow for two-way vehicle movements. As the proposal will result in additional pedestrian movements to the site and an intensification of use of the access, it is considered that improvements are required to the site's access arrangements to ensure that the site can be accessed in a safe and practical manner. The revised scheme includes proposals to widen the site's vehicular access to 4.8m, reinstate an existing pedestrian access into the site and provide a new footpath into the site. Subject to detailed design, these improvements are considered acceptable and should take into account the increase in vehicular and pedestrian movements to and from the site.

With respect to parking, there are presently stated to be 18 car parking spaces within the site for occupiers of the 18 existing dwellings and their visitors. As part of the proposal, 5 additional parking spaces are proposed to be provided, which will provide additional space for the proposed and existing dwellings, together with space for visitors, and will include 2 dedicated accessible spaces, including a transfer strip.

The submitted existing layout plan does not take into account the enlargement of the car park that was carried out following a 2016 consent to enlarge the car park from 14 spaces to 17 spaces (Ref. DC/060926).

Land to the side and rear of units 3 and 4, upon which some of the additional spaces would be provided, is already hard surfaced/stoned surface following the 2016 consent. The additional spaces would be created by removing two of the grass strips within the car park not occupied by trees, and would also be provided upon the area adjacent to units 3 and 4 that is currently a stoned surface.

Noting the site's accessibility, the nature of the dwellings and car ownership levels in the area (85%), and at the development itself (68%), the level of parking is acceptable.

With respect to disabled provision, whilst the scheme includes proposals to provide 2 parking spaces for disabled badge holders, the spaces are sub-standard in design (disabled spaces should measure 2.4m by 4.8m and include a hatched hardstanding 'wheelchair manoeuvring area' on both sides of the space). In order to provide a hatched area of hardstanding on both sides of the spaces, however, trees would need to be removed, which would not be desirable. The proposed arrangement is considered acceptable on balance, given there would be an area for transfer adjacent to both sides of the spaces, although one side to each would be a grassed surface; vehicles can be parked either forwards or backwards; the proposal would

constitute an improvement upon the current provision; and users would be likely to be familiar with the situation.

The submitted drawings do not include any proposals to provide parking for cycles or mobility scooters, although the Planning Statement outlines that the warden's garage could be used for this purpose, if the LPA consider provision of cycle parking necessary (it notes that no cycle parking is proposed as *"the nature of residents dictate that such a mode of transport is not utilised"*).

Whilst it is accepted that some occupiers of the dwellings may not be able to cycle, some may be (notably as e-bikes and non-standard bikes enable older persons to continue to cycle for to a greater age and with certain health conditions). In addition, those who are not able to cycle may use mobility scooters instead. As such, it is considered that provision does need to be made for cycle / mobility scooter parking. Use of the warden's garage, however, would result in the loss of a parking space for the warden and would mean that cycles / scooters would be parked a significant distance from the apartments (older people may not be able to walk such a distance). As such, a condition is required regarding appropriate provision for scooter / cycle stores are provided closer to the apartments (e.g. in purpose built lockers).

Regarding accessibility, although the location of the site is suitable for residential use, suitable connections need to be provided between each of the dwellings and the existing road / path network in order to ensure that occupiers are able to, and are encouraged to, travel by foot, public transport and cycle.

The submitted plans show the provision of new paths between the dwellings and the existing path network within the site and, as outlined above, the scheme includes proposals to provide pedestrian paths on either side of the site access. As such, it is considered that the existing and proposed access routes within the site acceptable. It is noted, however, that dropped kerbs / tactile paving are not provided at a number of potential crossing points at junctions on key pedestrian routes to the site (e.g. to the nearby bus stops and shops). This may deter / prevent pedestrian access (notably those with mobility issues). This should be accordingly addressed by condition requiring the provision of a number of uncontrolled pedestrian crossings at a small number of locations.

Regarding servicing, assuming refuse collection is presently carried out from Old Hall Drive and day to day servicing (e.g. supermarket delivery vehicles etc.) is carried out primarily from the within the car park, it is not considered that the continuation of this arrangement would be an issue, given the small uplift in residents with the two proposed units; the proposal to improve the vehicle and pedestrian accesses, whilst not reducing manoeuvrability space; and as there is unrestricted kerbside parking available on Old Hall Drive.

The bin store proposed adjacent to the Warden's Garage is considered acceptable, and this provision should be secured by condition.

Regarding fire safety, the distance that the dwelling within plot 22 would be from the highway would exceed the maximum distance that Building Regulation B5 states fire

appliances need to be able to park near a dwelling. This would need to be addressed by either providing an emergency access route along the east of the site or installing a mist sprinkler system in each dwelling.

Whilst this issue is covered separately under the Building Regulations regime, the provision of an access drive and turning area to the dwellings for use by fire appliances could not be dealt with through the building regulations process. This leaves the installation of mist sprinkler systems in the dwellings as the only possible option. As such, and as has been done with schemes similar to this, it is required that any approval granted is subject to a condition which requires the provision of the mist sprinkler systems so as to ensure the limitations in respect to access for fire appliances does not affect the safety of occupants of the proposed dwellings. The Agent has additionally confirmed that the matter would be appropriately managed under Building Regulations.

A method statement detailing how the development will be constructed (including any demolition and site clearance) will need to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development, to be secured by way of condition. 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.

The Agent has advised that the access route from the adopted highway for construction is not defined as yet, since there is no builder lined up to undertake the work. The Agent advises that it is expected, however, that the construction route for new unit 22 would be across the open area adjacent to the eastern boundary of the site or via the gates between units 3 and 4, with the construction route for new unit 23 being reached via the gates between units 3 and 4.

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

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

Amenity

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

The NPPF also states that “para. 180. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the

wider area to impacts that could arise from the development. In doing so they should:

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

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

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

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

The Council’s Supplementary Planning Document (SPD) “The Design of Residential Development,” regarding ‘Space about dwellings,’ advises that development is encouraged that promotes variety and interest, and which seeks to create an appropriate balance between built form and plot size.

The SPD further advises that “A feeling of privacy, both within the dwelling and the associated garden is a widely held desire that the Council has a duty to secure for the occupants of new and existing housing. In general terms, the design and layout of the development should minimise the degree of overlooking between new houses and should not impose any unacceptable loss of privacy on the residents of existing dwellings.”

Minimum space standards normally applied by the Council are then listed within the SPD, with the proviso that imaginative design solutions can be appropriate and will be assessed on a case by case basis.

It is assessed that the proposed development would appear in keeping with the character and appearance of the existing sheltered housing development. This is due to the proposed siting, design, layout, scale and massing, in context. The proposed units would maintain the design of the existing development, the units being of similar scale and appearance, located in gaps within the existing courtyard design, and maintaining the landscaped setting of the built form, with landscaping within the central area and to the exterior curtilage.

Conditions would be required in order to agree the materials of external construction, in the interests of the appearance of the development in context, pursuant to local and national policies.

Residential amenity of adjacent occupiers

The two proposed single-storey sheltered housing units, annotated as units 22 and 23 upon the submitted plans, would appear similarly to the existing units, and would provide self-contained units of accommodation comprising 1 bedroom, with kitchen, bathroom, lounge and hallway for occupation by older people (age 60 years and above). The units would have access to the surrounding bounded communal amenity space and parking provision within the sheltered housing development.

Unit 22 would occupy a location adjoining the blank gable of existing unit 12, with openings to all 3 elevations, including bedroom and lounge windows facing onto the open space to the side and rear. The unit would not unduly impact upon the amenities of the occupiers of existing adjacent accommodation, including as regards privacy and overshadowing, due to the design and siting of the unit. Proposed unit 22 would be separated from existing unit 11 by a pathway, and unit 22 would be sited opposite the blank gable of unit 11 to the south. The obscure glazed bathroom window and the door within the front elevation of unit 22 would overlook the blank elevation of unit 11 opposite.

Unit 23 would be detached and would be located in a gap between the gable of existing unit 19 and the rear of the warden's garage. The unit would not unduly impact upon the amenities of the occupiers of existing adjacent accommodation, including as regards privacy and overshadowing, due to the design and siting of the unit. Both gables to unit 23 would be blank, and the unit would be located to the north of and off-set from the building line of unit 19, so as not to unduly impact upon the window within the northern side elevation of unit 19. Given the orientation of the units, and as the window within the rear elevation of unit 19 adjacent to unit 23 is an obscure glazed bathroom window, it is not assessed that unit 23 would unduly impact upon the amenity of unit 19.

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

Given the number of additional units, which are for sheltered housing, as per the existing units, it is assessed that the potential for the activity of additional people at the two new properties to cause associated noise and disturbance, to the detriment of the residential amenities of existing occupiers, is unrealistic given the number of additional people, and as the site is managed.

It is considered that the area of the site within which additional cars could be parked is sufficiently separated from existing residential occupiers, so as not to cause associated noise and disturbance, pursuant to amenity policies. The car park would additionally be managed and would be for the use of Battersby Court residents and their visitors, also thereby, reducing the likelihood of noise and disturbance.

The gables of units 3 and 4, which would be adjacent to the car park area include openings, however, the gables of units 3 and 4 are separated from the car park by distance and by brick boundary walling and a gate that provides the external access into the courtyard from outside of the site.

A condition of planning approval would be required with regards to the submission and agreement of a construction management plan, in the interests of amenity and the safe flow of the highways, pursuant to policies including Core Strategy policy SIE-3 and T-3.

Occupiers' amenity

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

Each property would have access to the landscaped communal curtilage, communal facilities and parking areas, and adjacent strategic open space, along with local shops and services.

The GMP Design for Security unit confirm that there are no objections to proposed units 22 and 23 in terms of security, providing that the proposed plots are designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors (please see www.designforsecurity.org/secured-by-design/ or www.securedbydesign.com for more information). Developments that are built to this standard are less likely to be susceptible to crime, pursuant to policies including Core Strategy policy SIE-1 and policies of the NPPF.

In terms of open space provision, saved UDP policy L1.2, Core Strategy DPD policy SIE-2 and the Open Space Provision and Commuted Payments SPD, identify the importance of open space and children's play facilities to meet the needs of the community, and a requirement to include provision for recreation and amenity open space either on-site or off-site. Given this would be a sheltered housing development of two additional units for occupation by people age 60 years and over, a commuted sum would be required regarding the policies and SPD in connection with the enhancement and maintenance of formal recreation, but not in respect of children's play.

Heritage

Offerton Hall and curtilage structures, including gate piers, comprise a grade II Listed Building, a designated heritage asset, originally built as a farmhouse circa late 17th Century/early 18th Century. Offerton Hall is located to the southwestern boundary of the application site. Information has been submitted within the Planning Statement regarding Offerton Hall and the proposed development. The impact of the development upon the setting of Offerton Hall needs to be considered as part of the

consideration of this application, pursuant to the NPPF and Core Strategy policy SIE-3.

The current application proposes an additional unit (ref. unit 22), adjoining the east facing side elevation of unit 12 at the site, but this would not project any further southwards than the existing unit 12, and would retain the existing degree of separation between the buildings and the boundary to the south. Additionally this proposed unit would be separated from Offerton Hall to the west by the existing units 12 and 13. Proposed Unit 23 would be separated from the built form of Offerton Hall, due to the location adjacent to 19, to the north of the site.

The application proposes the loss of trees, as outlined above and below, and the most northerly part of the application site has a spacious green leafy quality at present that forms part of the setting of Offerton Hall, and, as such, the loss of the trees and vegetation raises heritage concern. In order to mitigate the harm caused by the loss of the trees and shrubbery, the application should propose replacement planting in this part of the site to be secured by condition. Other necessary conditions would relate to the materials of external construction of the development, which shall be identical in appearance to those of the existing buildings.

It is considered that provided the above mitigation is secured by condition, pursuant to the NPPF and Core Strategy policy SIE-3, the proposed development would have a neutral impact upon the setting of Offerton Hall, due to the context and the proposed siting, design and detailing of the scheme.

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.

The Council's ecologist and arboriculture officer have assessed the proposed development and submitted supporting information. The site itself has no nature conservation designations, legal or otherwise, and there are no legally protected trees within this site or affected by this development.

It is proposed that a Laburnum (T14) and a Lawson Cypress (T12) would be felled, and Leyland Cypress (G13) pruned as required to accommodate Unit 22. The accompanying Arboricultural Impact Assessment (AIA) categorises the affected trees as Category C, of moderate and low amenity value.

It is proposed that 7 trees (T20 to T26), including 1 Holly, 1 Lilac, 1 Prunus, 1 Spruce, 2 Sycamore, 1 Cherry and 1 Poplar would be felled to accommodate Unit 23. The accompanying AIA categorises the affected trees as being Category C trees, of low to moderate amenity value, other than the Category B Poplar of moderate amenity value.

A small section of hedging to the front boundary would be removed to facilitate the access widening works. The AIA advises that the hedge is category C and of low amenity value.

Trees outside the application site edged in red are not proposed to be affected by the development, as shown within the submitted application documents.

The area to the south of the application site is designated as Green Chain and Fogbrook Site of Biological Importance (SBI) is located approx. 80m to the south. It is not envisaged that there would be any significant adverse impacts on these areas as a result of the proposals, as works will not encroach into the designated sites.

An ecology survey has been carried out and submitted with the application (Whitcher Wildlife Ltd, 2018). The survey was carried out in November 2018 by a suitably experienced ecologist. The survey aimed to map the habitats present on site and assess the potential for protected species to be present.

Many buildings and trees have the potential to support roosting bats. 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.

No evidence of roosting bats was recorded during the survey and the buildings were assessed as offering no potential to support a bat roost as no crevices suitable for use by bats were observed. Similarly none of the trees within the application site were found to offer features suitable as a bat roosting site.

Buildings and vegetation can offer suitable nesting habitat for breeding birds however nesting opportunities within the buildings are limited. All breeding birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended).

Badgers and their setts are legally protected under the Protection of Badgers Act 1992. Habitats within the site are unsuitable for badger sett creation but the amenity grassland offers some potential as a foraging area. No evidence of badger activity was recorded during the survey.

No evidence of or significant potential for any other protected species was identified during the survey.

Cotoneaster sp. was recorded within the site. Many Cotoneasters are listed under Schedule 9 of The Wildlife and Countryside Act 1981 (as amended), making it an offence to plant, or otherwise cause to spread these invasive species in the wild.

The proposals are considered to have a low risk of impacting roosting bats. As a precautionary measure, it is recommended that an informative is attached to any planning permission granted so that the applicant is aware of the potential (albeit low in this instance) for bats to roost within buildings/trees on site. It should also state that the granting of planning permission does not negate the need to abide by the laws which are in place to protect biodiversity. Should at any time bats or any other protected species be discovered on site, work should cease immediately and Natural England/a suitably experienced ecologist should be contacted.

In relation to breeding birds, the following condition should be used: No vegetation clearance should take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before vegetation clearance works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the LPA.

No evidence of badgers was recorded during the survey, however, it is recommended that reasonable avoidance measures are adopted during construction works to be secured by condition, to minimise the risk of impacting any badgers that may move through the site. This includes capping off pipework >20mm diameter and any excavations to either be covered overnight or provided with a ramp to allow any badgers a means of escape.

Ecological conditions can change over time. If the proposed works have not commenced by November 2020 (i.e. within two survey seasons of the 2018 survey) it is recommended that an update survey is carried out in advance of works to ensure the baseline and assessment of impacts in respect of bats, badgers and other potential ecological receptors remains current; to be secured by condition.

Cotoneaster was recorded on site. The species was not identified however many species of cotoneaster are listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended). To prevent any potential breach in legislation it is advised that a condition is attached to any planning consent to ensure that this plant is not spread and any disposal follows appropriate guidelines (e.g. herbicide treatment/disposal to licenced landfill).

Any proposed lighting plans should be submitted to the LPA for approval; to be secured by condition. Lighting should be sensitively designed so as to minimise impacts on wildlife associated with light disturbance (following the principles outlined in Bat Conservation Trust guidance:

http://www.bats.org.uk/pages/bats_and_lighting.html).

It is not considered that the proposed loss of the trees as identified is unacceptable, on balance, given their amenity value and the context, provided an appropriate and quality replacement planting scheme, including locally native tree species is proposed on site; to be secured by conditions, to adequately mitigate for the proposed tree loss. All retained trees, including trees within the car park and located outside the site with root protection areas within the application site, would be

required to be adequately protected from potential impacts following British Standards and advice from the Council's Arboriculture Officer; to be secured by condition.

Opportunities for biodiversity enhancements are expected within the development in line with national and local planning policy; to be secured by condition. Some suitable measures are provided in section 5.4 of the ecology report. Any proposed landscaping should comprise a mix of species beneficial to wildlife (i.e. nectar-rich, berry/fruit producing) and should ideally be locally native. For example, there is an opportunity to enhance the northern boundary by incorporating native species such as holly, hawthorn and guelder rose. Any proposed landscaping plans should be submitted to the LPA for review; to be secured by condition. It is advised that bat and/or bird roosting/nesting facilities are provided within the proposed new buildings as part of the biodiversity enhancements, with full details to be agreed with the LPA, to be secured by condition.

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, due to the design and siting of the development.

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. Energy information is provided within the Planning Statement that gives consideration to the use of various energy saving technologies.

Land contamination and stability

The proposed development site has not been identified for further investigation due to any former potential contaminative uses. The areas of the proposed apartments appear to have never been developed historically. As such, it would be onerous to request the developer undertakes an intrusive investigation, but they must keep a watching brief should any contamination be suspected or found. As such, an informative shall be applied to a decision regarding the unexpected discovery of contaminated land.

Regarding coal mining, the Coal Authority advise that the site is located within an area of low risk. The site is within the defined coalfield, however, whilst coal mining has taken place in this area, it was at such depths that it is much less likely to pose a risk to new development. In this area our records indicate no known or likely coal-mining legacy features at shallow depth. Standing advice is provided by the Coal Authority, and will be applied to a decision by way of an informative.

“The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is also available on the Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority”

The above pursuant to Core Strategy policy SIE-3 and the NPPF.

Drainage

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

Conclusion

This development of 2 additional units of sheltered housing would make a small, but nonetheless valuable, windfall contribution to addressing the shortage of new housing in Stockport, and would provide quality accommodation with good amenity for older people within an urban area of mixed tenure.

The development would be located in an accessible location, and would be sustainable in terms of travel, incorporating sufficient servicing, vehicle, cycle, and scooter provision, and improving pedestrian access.

The proposed loss of trees within the site is considered acceptable on balance, given the amenity value, the mitigation of a proposed replacement planting scheme, and as the development proposes housing at a time of deficient housing supply.

With the proposed replacement landscaping and biodiversity enhancements, and other required mitigation, as outlined within the report, the development would, on balance, not have an adverse impact upon the environment, amenity, or upon the setting of designated historic asset Offerton Hall, and would provide housing.

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

RECOMMENDATION

Grant; subject to conditions and Section 106 Legal Agreement to provide and maintain formal recreation in respect of the “Open Space Provision and Commuted Sum Payments SPD” and relevant planning policies.