

ITEM

Application Reference	DC/080774
Location:	10A Ravenoak Road Cheadle Hulme Cheadle SK8 7DL
PROPOSAL:	First floor extension to create 1no. 2 bed apartment with access via external staircase to the rear
Type Of Application:	Full Application
Registration Date:	26.04.2021
Expiry Date:	20210621
Case Officer:	Jane Chase
Applicant:	R-R Wave Property and Management Company Ltd
Agent:	Broadgrove Planning and Development Ltd

DELEGATION/COMMITTEE STATUS

More than 4 objections – Area Committee

By way of background Members are advised that this application was due to be approved under delegated powers on 2nd September 2021 however whilst the required S106 was being drafted further letters of objection were received. As such despite the fact that the S106 has now been completed and the decision is ready to be issued, the receipt of the further letters of objections means that the decision on the application cannot be taken by Officers and must be referred to the Area Committee.

DESCRIPTION OF DEVELOPMENT

This application seeks full planning permission for the erection of a first floor extension over a flat roofed single storey building to create a 2 bed apartment with external access from the rear via a staircase. The proposed extension would have a footprint to match that of the existing ground floor save for one of the rear corners which would be splayed to allow for access from the external staircase that will run parallel to the rear elevation. A pitched roof is proposed over the front part of the extension with that to the rear having a flat roof.

Refuse and cycle storage is indicated adjacent to the staircase. No off street parking is proposed nor possible within the application site.

SITE AND SURROUNDINGS

The application site comprises a flat roofed single storey building last in use for A1 retail purposes. An application seeking a determination as to the need for prior approval in relation to the conversion of the ground floor to 2 self contained flats under permitted development has recently been determined with prior approval having been approved (DC080722 refers).

Adjoining the application site to the north is a 2 storey commercial parade. To the south on the opposite side of the access are 2 storey terraced houses. Opposite the

site is residential whilst to the rear is a car park and service yard serving adjacent properties on Ravenoak Road together with a single storey detached building immediately to the rear of the application property and a 2 storey detached building on the far side of the service yard – these are understood to be in commercial use. Beyond the service yard to the rear are residential properties on Hazel Road.

The application site is located within a Predominantly Residential Area as defined on the UDP Proposals Map. The Cheadle Hulme War Memorial at the junction of Ravenoak Road and Manor Road is a grade 2 listed building and the former police station beyond the mini roundabout to the north is a locally listed building. To the north of the site on Park Road is the Bramhall Park Conservation Area.



POLICY BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 (“PCPA 2004”) requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan includes:-

- Policies set out in the Stockport Unitary Development Plan Review 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 adopted 17th March 2011.

Saved policies of the SUDP Review

L1.1 Land for Active Recreation

L1.2 Children's Play

LDF Core Strategy/Development Management policies

SD-3 Delivering the Energy Opportunities Plans – New Development

SD-6 Adapting to the Impacts of Climate Change

CS4 Distribution of Housing

H1 Design of Housing

H2 Housing Phasing

CS8 Safeguarding & Improving the Environment

SIE-1 Quality Places

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

SIE-3 Protecting, Safeguarding and Enhancing the Environment

CS9 Transport & Development

T-1 Transport & Development

T-2 Parking in Developments

T-3 Safety & Capacity on the Highway Network

Supplementary Planning Guidance

Supplementary Planning Guidance 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.

Design of Residential Development

Open Space Provision and Commuted Payments

National Planning Policy Framework

A Revised National Planning Policy Framework (NPPF) issued by the Secretary of State for Housing, Communities and Local Government (MHCLG) on 20th July 2021 and replaced the previous NPPF (originally issued 2012 & revised 2018 and 2019). 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.

Para.1 *“The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied”.*

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

Para.7 *“The purpose of the planning system is to contribute to the achievement of sustainable development”.*

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 well-designed, beautiful and safe places, 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 protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”

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 *“.....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”.*

Para.38 *“Local planning authorities should approach decisions on proposed development in a positive and creative way..... Decision-makers at every level should seek to approve applications for sustainable development where possible”.*

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

Para. 92 *“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 attractive, well-designed, clear and legible pedestrian and cycle 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. 104 *“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

Para. 105 *“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

Para. 110 *“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;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) 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. 111 “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. 112 “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.”*

Para. 119 “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. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land.”

Para.120 “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.”

Para.126 “The creation of high quality, beautiful and sustainable 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. 130 “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.”*

Para.134 “Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

Para.152 “The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.”

Para. 189 “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.”

Para.194 “In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.”

Para. 195 “Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.”

Para. 196 “Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.”

Para.197 “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.”*

Para.199 “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.”

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

Planning Practice Guidance

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

RELEVANT PLANNING HISTORY

DC/080722 – Prior Approval Conversion of ground floor to 2no flats – approved 2nd July 2021.

NEIGHBOUR'S VIEWS

The receipt of this application has been advertised by way of a site and press notice. The occupiers of neighbouring properties have also been notified in writing.

6 letters have been received objecting on the following grounds:-

- The proposed extension will directly overlook our property and will block much of the sun our small garden gets each afternoon/evening.
- Lack of provision of car parking, there is already a parking issue in this vicinity, this problem will only get worse with the level of parking restrictions in this area. Our right of access to the rear of the property will be compromised.
- Impact on highway safety from additional parking and increased traffic generation given the close proximity of the roundabout to the north of the site.
- The lack of off street parking for the proposed flat will mean that residents and visitors have to park on street. This will either cause a blockage of the pavement, cause further use of the on street bays that are already used by other residents or block the driveways of houses on Ravenoak Road.
- The proposed use will add noise and disturbance to the area.
- The property is a listed building and is within a Conservation Area; the proposed development will impact on the appearance of the building, area and neighbouring homes.
- There is nowhere for construction vehicles to park resulting in highway safety issues.
- Noise and disturbance from construction works.

CONSULTEE RESPONSES

Conservation Officer – The application site is a single storey building with a flat roof. It adjoins 10 Ravenoak Road, forming the end building of a row of terraced two storey properties dating from the early part of the 20th century. The site is within the setting of a number of heritage assets, namely the Bramhall Park Conservation Area, the GII listed Manor Road War Memorial and the locally listed Station Road Former Police Station. For the purpose of the NPPF the conservation area and listed war memorial are designated heritage assets, and the locally listed building is a non-designated heritage asset.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that where an adopted development plan contains relevant policies, an application for planning permission or an appeal should be determined in accordance with the plan, unless material considerations indicate otherwise. The applicable development plan is the adopted Core Strategy DPD and the saved policies of the Stockport Unitary Development Plan Review. In view of the requirements of Section 38(6), the application should be assessed against the Stockport Local Development

Framework: Core Strategy Development Plan Document (adopted March 2011) and saved policies of the Stockport Unitary Development Plan Review (adopted May 2006).

The application seeks planning permission for a first floor extension to the existing unit. The existing building is of no architectural merit, being a recent flat roofed addition, to the end of the two-storey terrace row. The adjoining terrace row displays good design and retains high quality architectural features and traditional materials which contributes positively to the setting of the nearby heritage assets. The submitted information conveys an intention to reproduce the design and materials of the adjoining two-storey terrace; this is acceptable in principle. Given the limited detail provided and the schematic nature of the drawings I recommend the imposition of conditions to secure additional details of design and materials. This is necessary to ensure that the development is of sufficient quality to protect the setting of the heritage assets.

Highway Engineer – The application site lies on the edge of Cheadle Hulme centre within easy walking distance of the rail station and with good access to public transport, shops and other facilities. It should therefore be considered reasonably sustainable.

The plans submitted with the application indicate ownership to include the yard to the rear. In accordance with policy requirements a residential development should include facilities supporting sustainable development including the provision of secure cycle storage facilities; the yard provides an opportunity to include such facilities and I recommend that any approval include a condition securing same. Storage facilities for refuse containers also to be provided and secured by condition.

On this basis there are no highway objections to the proposed development.

ANALYSIS

At the heart of the NPPF is a presumption in favour of sustainable development (para10). Para 11 of the NPPF reconfirms this position and advises that for decision making this means:-

- Approving developments that accord with an up to date development plan or
- Where the policies which are most important for the determination of the application are out of date (such as those in relation to housing delivery where the LPA cannot demonstrate a 5 year supply of housing), granting planning permission unless the application of policies in the Framework that seek to protect assets of particular importance (heritage assets in this instance) provide a strong reason for refusing the development proposed or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework as a whole.

In this respect, given that the Council cannot demonstrate a 5 year deliverable supply of housing, the relevant elements of Core Strategy policies CS4 and H2 which seek to deliver housing supply are considered to be out of date. That being the case, the tilted balance as referred to in para 11 of the NPPF directs that permission should be approved unless there is an unacceptable impact on the adjacent heritage assets or any other adverse impacts of approving planning permission would significantly and demonstrably outweigh the benefits. This assessment is explored below.

Housing Delivery

Policy CS2 of the Core Strategy seeks to ensure that a wide range of homes are provided to meet the needs of existing and future Stockport households. The focus will be on providing housing through the effective and efficient use of land within accessible urban areas.

In terms of housing need, the NPPF requires Local Planning Authorities to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement. The supply of specific deliverable sites should in addition, include a buffer of 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply. In response to this it should be noted that the Council is in a continued position of housing undersupply and only has a 2.6 year supply vs the 5 year supply plus 20% as required by the NPPF. Whilst this application proposing only 1 dwelling will have a limited impact in terms of addressing this undersupply, collectively such applications do assist.

Having regard to this continued undersupply, not only is the titled balance in favour of residential development as set out in para 11 of the NPPF invoked but to help reduce pressure for development in the Green Belt, it is also important that the development potential of sites within accessible urban and suburban locations are explored. The accessibility of a site is scored using a model having regard to the location of that site in relation to public transport, town centres, places of employment and other services. Policy H-2 confirms that when there is less than a 5 year deliverable supply of housing (as is currently the case) the required accessibility scores will be lowered to allow the deliverable supply to be topped up by other sites in accessible locations. This position has been regularly assessed to ensure that the score reflects the ability to 'top up' supply to a 5 year position. However, the scale of shortfall is such that in order to genuinely reflect the current position in that regard the score has been reduced to zero.

Policy CS4 of the Core Strategy directs new residential development towards the more accessible parts of the Borough identifying 3 spatial priority areas (Central Housing Area; Neighbourhood Priority Areas and the catchment areas of District and Large Local Centres; and other accessible locations). This policy confirms that the focus is on making effective use of land within accessible urban locations with the priority for development being previously developed land in urban areas. Bring within the catchment area of the Cheadle Hulme District Centre, the provision of residential accommodation in this location fully accords with policy CS4.

The NPPF at para 119 confirms that planning decisions should promote the effective use of land in meeting the need for homes while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Para 120 confirms that planning decisions should support opportunities to use the airspace above existing 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 streetscene, is well designed and can maintain safe access and egress for occupiers.

Para 125 confirms that where there is a shortage of land for meeting identified housing need it is especially important that policies and decisions avoid homes

being built at low densities and ensure that developments make optimal use of the potential of each site.

Members are advised that the upward extension of this property will ensure the effective use of this site in accordance with the aims of the NPPF. Whilst the development will deliver only 1 apartment, collectively applications of this nature assist in addressing the continued undersupply of housing within the Borough and in safeguarding the Green Belt from encroachment.

Character of the Area and Heritage Assets

Core Strategy policies CS4, H1, CS8, SIE1 and SIE3 seek to ensure that development is in keeping with the character of the locality and preserves or enhances the setting of heritage assets. The NPPF at Chapter 16 also seeks to conserve and enhance the historic environment.

The application site is a single storey building with a flat roof. It adjoins 10 Ravenoak Road, forming the end building of a row of terraced two storey properties dating from the early part of the 20th century. Contrary to objections by the neighbouring occupiers the application site is not within a Conservation Area nor is a listed building. The site is however within the setting of a number of heritage assets, namely the Bramhall Park Conservation Area, the GII listed Manor Road War Memorial and the locally listed Station Road Former Police Station. For the purpose of the NPPF the conservation area and listed war memorial are designated heritage assets, and the locally listed building is a non-designated heritage asset.

The existing property being flat roofed and single storey. It is considered to be out of keeping with the parade that it forms part of and detracts from the character of the area, streetscene and the setting of the adjacent heritage assets. The proposed extension will complete the two storey nature of this parade and streetscene in a scale, design and height that is wholly compatible with the other properties in this parade and adjacent to the south. Subject to the imposition of conditions as requested by the Conservation Officer to secure further detailed design elements and materials of external construction, it is considered that the development will enhance the character of the area, streetscene and setting of the adjacent heritage assets.

On this basis and noting that the Conservation Officer supports the application, the proposal is considered compliant with policies CS4, H1, CS8, SIE1 and SIE3 together with Chapter 16 of the NPPF.

Residential Amenity

Core Strategy policies H1 and SIE1 seek to protect the amenities of existing neighbouring users and residents. This is reflected in Chapter 12 of the NPPF.

Opposite the site and to the south, on the other side of the vehicle access to the side, are residential properties. That immediately adjoining to the north is understood to be in commercial use to ground and first floor level whilst to the rear in the yard is a single storey and 2 storey commercial property. Beyond this to the west are houses on Hazel Road.

The interface distance of 21m between the front facing windows in the proposed extension and those opposite in 2B Manor Road accords with the privacy distances set out in the Council's SPD 'Design of Residential Development'. As

such, any overlooking of this house or its garden would not be to a level that is unacceptable level nor out of keeping with this suburban location.

There are no windows in the side elevation 12 Ravenoak Road to the south of the site and the only proposed side facing window at first floor level will be a high level window; as such there will not be a loss of privacy to the occupiers of this property or their rear garden from the proposed flat. Whilst the use of the external staircase may provide the opportunity to overlook the adjacent rear garden, such use would be brief and sporadic. As such it is not considered that an unacceptable impact in this respect will not arise. Noting also that the extension would be separated from 12 Ravenoak Road by the width of the access, it is not considered that its projection circa 3.5m beyond the rear elevation of this adjacent house will appear visually obtrusive or overbearing.

The proposed extension and external staircase would be positioned circa 18m from the rear garden boundary of houses in Hazel Road to the west of the site with the 2 storey commercial building in the service yard being positioned in between. The partial screening afforded by the 2 storey building and the degree of separation between the development and neighbouring properties on Hazel Road is considered sufficient to ensure that a loss of amenity does not occur.

The neighbouring property at 10 Ravenoak Road is in commercial use; the rear corner of the extension will be splayed such that it does not intersect a 45 degree angle taken from the closest window in the rear elevation of this property. This together with the occasional and intermittent use of the external staircase should ensure that there is not a loss of amenity to the users of this neighbouring property.

The application proposes a single 2 bedroom flat in a suburban location comprising residential and commercial uses; it is also positioned on a main route into and out of the District Centre. Any noise generated by the occupation of the flat would not be out of keeping with this location nor to such a level that would harm the amenities of the neighbouring occupiers.

In terms of the amenity afforded to the future occupiers of the development it is noted that the proposed flat will not benefit from any private external amenity space. When weighed against the benefits that the development will bring in terms of housing delivery and noting the small scale of the development, it is not considered that any harm in this respect would be sufficient to withhold planning permission.

For these reasons it is not considered that the proposal will give rise to a loss of amenity and the proposal is compliant with Core Strategy policies H1 and SIE1 together with advice contained within Chapter 12 of the NPPF.

Parking and Highway Safety

Core Strategy policies CS9 and T1 seek to ensure that development is in accessible locations and those which reduce the need to travel by car will be supported. To facilitate this reduction, development will be focussed within and adjacent to designated centres such as Cheadle Hulme District Centre as these are the most accessible and already provide a wide range of services and amenities. The NPPF reiterates this position within Chapter 9 and confirms that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety.

In response to this position, Members are advised that the development is proposed in a sustainable location being within the catchment area of the District Centre and close to services, amenities and public transport links. As such, it is considered that the location of the site will assist in reducing the need to travel by car consistent with policies CS9 and T1 of the Core Strategy.

The proposed development will not affect the width of the vehicle access to the south of the application site and therefore will not compromise highway safety for vehicles entering or emerging from the adjacent car park and service yard.

The Council's parking standards as supported by Core Strategy policy T2 require a maximum of 2 spaces per dwelling (irrespective of its size). Being maximum standards they therefore allow for development with no off street parking in appropriate locations having regard to the scale of development sought. Members are advised that the location of this site in close proximity to the District Centre and public transport is such that occupiers of the flat would be able to access to services by modes of transport other than the private car. This together with the lack of off street parking but with provision for cycle parking may make the proposed flat appealing to those who do not have a car.

That aside, given the small scale of the proposed development, a single flat, any demand for on street parking by occupiers or visitors will be low. Whilst there are parking restrictions in the immediate locality especially around junctions, there is the opportunity for on street parking in places on Ravenoak Road and nearby on Hazel Road and Park Road. I am therefore satisfied that should any on street parking associated with the development occur, it will not be in locations that would give rise to conditions prejudicial to highway safety. The development therefore accords with Core Strategy policy T3 which seeks to safeguard highway safety.

It is noted that objectors comment that the demand for parking from the development would displace existing parking. As with many developments, irrespective of whether they have off street parking or not, it is accepted that this may be the case. This however does not provide sufficient reason for refusing planning permission especially given the small scale of the proposed development and the likely low level of demand for on street parking. As referred to above, on street parking is available within the locality sufficient to accommodate any demand or displacement from the proposed development. Noting that the NPPF confirms that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety, it is not considered that there are any grounds for withholding planning permission in this respect.

Having regard to the above, it is considered that the proposed development is compliant with policies CS9, T1, T2 and T3 together with advice contained within Chapter 9 of the NPPF.

Other Matters

Saved UDP Review Policies L1.1 and L1.2 together with Core Strategy policy SIE2 seek to ensure that applications for residential development contribute towards children's play and formal recreation noting that there is a shortfall of such facilities within the Borough. For a small scale development such as that proposed, compliance is expected by way of a commuted sum payment calculated in accordance with the formula set out in the accompanying SPD. The applicant has already entered into a S106 agreement with the Council to secure

the required contribution in this respect. As such the proposal accords with this policy position.

It is noted that objectors comment that the construction works will cause noise and disruption. As is the case with most development this will undoubtedly be the case however it is not a matter which goes to the heart of whether permission should be approved or refused. Clearly contractors will have to work around the parking restrictions in the vicinity of the application site as well as its constrained nature and layout however this should not prevent the development proceeding. In any event, the development is of a small scale and should not take long to complete. That being the case, any noise and disruption will be short term in its duration and temporary.

Conclusions

Key to the consideration of this application is the presumption in favour of sustainable development set out at para 10 of the NPPF. Given that the Council cannot demonstrate a 5 year deliverable supply of housing, the relevant elements of Core Strategy policies CS4 and H2 which seek to deliver housing supply are considered to be out of date. That being the case, the tilted balance as referred to in para 11 of the NPPF directs that permission should be approved unless:-

- there would be an unacceptable impact on the adjacent heritage assets or
- any adverse impacts of approving planning permission would significantly and demonstrably outweigh the benefits.

In response to this Members are advised that there will be no harm to the setting of the adjacent heritage assets; on the contrary the proposal will enhance the setting of these assets. In favour of the proposal it is noted that:-

- The development will deliver a residential dwelling at a time of continued undersupply.
- The upward extension of the building in a manner that is consistent with neighbouring properties and the streetscene specifically accords with the advice contained in the NPPF in terms of promoting the effective use of land in meeting demand for new homes.
- The development will enhance the appearance of the application site, streetscene and locality in general.
- There will be no unacceptable impact upon the amenities of the neighbouring occupiers.
- The development is in an accessible location which will reduce the need to travel by car.
- The development will cause no harm to highway safety.
- The development will secure improvements to children's play and formal recreation.

Whilst the development does not deliver any off street parking, Members are reminded that the Council's parking standards are maximum standards; as such there are instances where development without any off street parking will be acceptable. The application site is within the catchment area of the District Centre with good access to services and public transport which will assist in reducing the need to travel consistent with advice contained within the Development Plan and NPPF. This together with the lack of off street parking may make the proposal attractive to those who do not own a car. Given the small scale of the proposed development any demand for on street parking will however be minimal and can be accommodated on street in the locality without harm to highway safety.

In conclusion, it is not considered that there will be any unacceptable impacts arising from the lack of off street parking within the site nor does the failure to make provision in this respect significantly and demonstrably outweigh the benefits of granting planning permission. As such para 11 of the NPPF directs that planning permission should be approved.

RECOMMENDATION Grant subject to conditions and a S106 agreement.