

Heatons and Reddish Area Committee

24th January 2022

DEVELOPMENT APPLICATIONS

Report of the Corporate Director for Place Management and Regeneration

ITEM 1

DC/080444

SITE ADDRESS

5 Heswall Road, North Reddish, Stockport, SK5 6SN

PROPOSAL

Proposed 1 no. new build residential property to infill site at side of 5 Heswall Road including demolition of existing garage and storage building to 5 Heswall Road

INFORMATION

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

Article 8 and Protocol 1 Article 1 confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Development and Control has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. He believes that any restriction on these rights posed by approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

This Copyright has been made by or with the authority of SMBC pursuant to section 47 of the Copyright Designs and Patents Act 1988 ('the Act'). Unless the Act provides the prior permission of the copyright owner'. (Copyright (Material Open to Public Inspection) (Marking of Copies of Maps) Order 1989 (SI 1989/1099)

ITEM 1

Application Reference	DC/080444
Location:	5 Heswall Road North Reddish Stockport SK5 6SN
PROPOSAL:	Proposed 1 no. new build residential property to infill site at side of 5 Heswall Road including demolition of existing garage and storage building to 5 Heswall Road
Type Of Application:	Full Application
Registration Date:	10.05.2021
Expiry Date:	Extended to 28.01.2022
Case Officer:	Jeni Regan
Applicant:	Mr Jim Walker
Agent:	Mr Lee Harper

DELEGATION/COMMITTEE STATUS

Heatons and Reddish Area Committee. The application has been referred to Committee as a result of the 7 neighbour objections that have been received.

DESCRIPTION OF DEVELOPMENT

Full planning permission is sought for the demolition of the existing single storey side extension and the large attached garage at No. 5 Heswall Road, and the erection of a two storey 3 bedroom dwellinghouse with off street parking to the side, a landscaped garden to the front and rear and new boundary treatments.

Members should note that the proposed development has been amended significantly since the original approach to the Local Planning Authority for this site, following detailed negotiations with the Planning Officer and in response to the objections received from local residents.

The first submission, application DC/078337, included the proposal to build 2 no. 2 ½ storey town houses to infill the site to the side of No. 5 Heswall Road. However, following the advice of the Planning Officer that this scheme was unacceptable due to the design and it being overdevelopment of the site, the application was subsequently withdrawn in January 2021 with a view by the applicant to potentially looking at an alternative form of development.

The application currently being considered (DC/080444) was submitted in March 2021 with a reduction in the number of new residential units from 2 no. town houses to 1 no. detached property. However, there remained layout and design issues that needed to be resolved and objections were again received from local residents in relation to the scheme.

Therefore, following further negotiations with the Planning Officer and in an attempt to address the objections received, particularly in relation to design, amenity and parking concerns, the scheme was amended further, resulting in the current plans

now before Committee. These plans were submitted for consideration and further consultation on the 12th November 2021. The main changes include:

- The re-design of the proposed building footprint to provide an adequate driveway width as required by Highways and to make better use of the wider rear section of the site;
- The removal of the proposed second floor accommodation and associated rear dormer to reduce the height of the property and the overall size and mass of the roof; and
- Amendment to the roof design to provide a hipped roof rather than a gable end design, which is more typical of the locality and to match the dwellings to either side. The overall height of the property is now lower and has a lower visual prominence due to this hipped design.

A full re-notification and re-consultation exercise was then completed on these amended plans.

Therefore, the planning permission now being sought is for a two storey hipped roof detached property with living accommodation on the ground floor and 3 bedrooms and a family bathroom on the first floor. Parking is provided to the side of the proposed dwelling, with a bin store and secure cycle store within the rear garden. Amenity space is provided for the new occupants within a landscaped rear and side garden. Parking for the existing dwellinghouse would then be retained to the front of No. 5 Heswall Road, along with a private rear garden for the occupants of the existing dwelling. A communal passageway is proposed between the properties to provide access for bin collection to both properties and access to the newly created rear garden at No. 5 Heswall Road.

The proposed dwellinghouse would be located approx. 1.2m to the north of the existing property at No. 5 Heswall Road and approx.. 2.6m to the boundary with No. 7 Heswall Road at its closest point, which is the front right hand corner of the property. The front elevation of the new dwellinghouse is marginally behind the line of the front elevation of the existing property at No. 5, but in line with the garage of the adjacent property at No. 7, and is approx. 3.6m from the back of pavement. A new 1.8m high timber fence would be installed both between the properties and around the side and rear boundaries. The front of the new property would include a small turfed garden, with landscaping to form the boundary between the new property and the existing property at No. 5.

The new dwelling would be 5.3m wide to the front and have a maximum width of 7.6 metres to the rear, and have a maximum length of 9.2 metres from front to back. The property would be 5.4m to the eaves line and have a maximum height to the ridge of 7.4 metres. The ridge of the side outrigger would be 6.7m in height. The proposed dwellinghouse would be an L-shaped footprint with a two storey front bay on one side. The materials of external construction are specified as brick for the external walls and tiles for the roof to match the surrounding properties.

SITE AND SURROUNDINGS

The application site is located to the side of the existing semi-detached property at No. 5 Heswall Road, North Reddish. The existing two storey semi-detached property has an existing single storey extension to the side and a large side garden that is currently occupied a driveway, a large garage, and a patio area. The site boundary is splayed at an angle away from the existing property to provide a wider garden area

to the rear. The land is bounded by a mixture of brick wall, hedging and timber fencing.

The application site is located in a Predominantly Residential Area and is surrounded on all sides by other existing residential properties. The site is bounded by No. 7 Heswall Road, an existing semi-detached property to the north, by the highway of Heswall Road to the east, the applicants property at No.5 Heswall Road to the south, and No. 2 Willow Gardens, an existing detached property to the west.

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.

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

Saved UDP policies

- EP1.7 : DEVELOPMENT AND FLOOD RISK
- L1.2 : CHILDRENS PLAY
- MW1.5 : CONTROL OF WASTE FROM DEVELOPMENT

Core Strategy DPD policies

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

- OPEN SPACE PROVISION AND COMMUTED PAYMENTS SPD
- PROVISION OF AFFORDABLE HOUSING SPG
- DESIGN OF RESIDENTIAL DEVELOPMENT SPD

National Planning Policy Framework

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

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*
- b) a social objective*
- c) an environmental objective”*

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 62 ‘The size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies’

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 120 ‘Planning policies and decisions should: 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;’

Para 124 ‘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;’

Para 125 ‘Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies 37 and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.’

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”.*

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;”*

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.157 states *“In determining planning applications, local planning authorities should expect new development to:*

a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and

b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption”.

Para.219 *“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 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

The following planning history is relevant to this case:

Reference: DC/078337;

Address: 5 Heswall Road, North Reddish, Stockport, SK5 6SN;

Proposal: Proposed 2no. new build residential properties to infill site at side of 5 Heswall Road including demolition of existing garage and storage building to 5 Heswall Road.

Decision Date: 29-JAN-21;

Decision: Withdrawn

NEIGHBOUR'S VIEWS

Following the submission of the original proposals, the owners/occupiers of 10 surrounding properties were notified in writing of the proposal. In response to the original submission, 7 objections were received against the application.

The comments made are summarised below:

- Formal Objection to the application on the following grounds:
 - Poor quality design, leading to loss of amenity and character
 - Impacts on parking and traffic movement
 - Poor quality proposed accommodation
- Poor Quality Design

The proposed design features a gabled roof and full width and height rear dormer, of which both elements are considered to be an unacceptable design and are significantly out of character with the streetscape and surrounding residences. The approval of such design would be in direct contrast with Policy H1 which requires the preservation of existing local character.

The proposed demolition of the existing single storey garage and storage building, to be replaced with a larger 2-storey building would result in significant increase in the height and bulk of the proposed building comparable to the present day.

The proposed development will have a harmful impact in terms the intensification of the existing residential uses within the street, resulting in an increase in the existing density and loss of amenity and character. The proposed semi-detached is visible from my client's property, with the bulk of the 2-storey building resulting in a significant loss of amenity values from habitable rooms onlooking the street.

The approval of the scheme would be contrary to Policy H1 which requires the retention of good standards of amenity and privacy for occupants of existing houses. The increased density and dominance, gable roofing and dormer are considered to be out of character, with the proposal failing to protect the amenity of the existing streetscape.

In addition, the proposed bulk of the building and siting would have a harmful impact in terms of the loss of light into the objector's property. This would be most evident during afternoons and winter months with the building restricting afternoon light to the property.

- Impacts on parking and traffic movement

The proposed building incorporates a single parking space for each 3 bedroom unit, but proposes no replacement parking for the existing house, which would lead to additional parking stress Heswall Road. The proposal will increase the levels of traffic during construction and occupation of the site, exacerbated by the nature of the cul-de-sac design of Heswall Road. The singular parking spaces and impacts on traffic movement are in contradiction to Policy T2 which requires developments ensure that sufficient parking provision is available for new developments to avoid conflicts with other land uses in close proximity.

- Conclusion

The proposal fails to comply with Policy H1 and T2 requirements to protecting the amenity of existing neighbours, and would have a detrimental impact on existing traffic flow and parking pressure on the street. Overall, the proposal represents poor design and internal accommodation, in addition to a poor responsiveness to parking and amenity. The proposal is contrary to policy H1, which requires all new development to achieve reinforcing local identity and distinctiveness in terms of layout, scale and appearance, whilst ensuring good standards of amenity and privacy are maintained for the occupants of existing housing. Urge the Council to refuse planning permission as the proposals are contrary to Development Plan policies.

- Whilst the proposed building works are being undertaken there would be a negative effect on all current residents on Heswall Road as access to the site would be difficult for workers and delivery of materials, and would cause inconvenience to the current residents due the impact of noise and parking of builders' vehicles throughout the build process. We are currently working from home with no return date to the office due to mass recruitment by our employer. We are key workers and the disruption caused by any building work would impact on our ability to undertake our work during this pandemic period. We have neighbours that work night shifts and are key workers for the NHS and the noise would obviously impact them massively.
- There is a substantial "open space" between the gable of plot 5 and the gable of plot 7, this lets a substantial amount of light into our narrow garden in the afternoons and this would be severely impact the usability of our garden area.
- The proposed houses have been lazily designed and bare no resemblance to any property in the area and would stand out hugely compared to the other properties in the area. They look like modern housing association builds rather than a bespoke small development.
- Impact on the value of property. The proposed development would undoubtable have a huge detrimental impact on the existing value of every property on the street.

Following the receipt of the above comments, the applicant worked to amend the proposals to address the concerns raised. Amended plans were then submitted and a full re-notification of all original neighbours and contributors was completed.

Following this notification exercise, 2 further objections were received against the application. These were from neighbours already having made representations against the original application as outlined above.

The further comments received are as follows:

- If approved, existing residents will have increased difficulty parking on the street outside their houses. Parking on Heswall Road is congested as it is, one proposed extra household would make it increasingly difficult for residents making already limited journeys (because of COVID) stressful coming to and from home.
- We wish to lodge a formal Objection to the application due to poor quality design, leading to loss of amenity and character and the disruptive impacts of additional noise, traffic and parking. The proposed new house would have a negative impact on our property.
- The revised plan is for the house to be built closer to and overlooking our property causing a visual impairment and due to the close proximity, would seriously affect our privacy. The design of the house is unacceptable and not in keeping with the homes currently surrounding the property on the road.
- The demolition of the existing one storey garage and its replacement with the proposed house would be a significant increase in height and size which would result in a loss of natural light and sun into our property and garden.
- The proposed plans would make the site of 5 Heswall Road over populated and due its proximity, would massively increase the noise levels at our property. This would have a detrimental impact on the value of our property and our day to day living.
- Heswall Road is a cul-de-sac, and car parking is already an issue. The application incorporates a single parking space each for both the new proposed 3-bedroom house, and the existing 3- bedroom house at 5 Heswall Road, which would lead to additional parking pressure on Heswall Road. As the proposed new house is a 3-bedroom property, this could lead to a significant number of additional vehicles needing to park on Heswall Road. The proposal will increase the levels of traffic during construction and occupation of the site, exacerbated by the nature of the cul-de-sac design of Heswall Road.
- Whilst the proposed building works are being undertaken there would be a negative effect on all current residents on Heswall Road as access to the site would be difficult for workers and delivery of materials, and would cause inconvenience to the current residents due the impact of noise and parking of builders' vehicles throughout the build process.
- We are particular concerned as our property is next door to the proposed site, and we would be impacted throughout any build process. We are currently working from home with no return date to the office due to mass recruitment by our employer. We are key workers and the disruption caused by any building work would impact on our ability to undertake our work. In addition, our daughter is studying for A level examinations. The noise could severely impact her ability to do this and therefore affect her grades and her future. We have neighbours that work night shifts and are key workers for the NHS and the noise would obviously impact them massively.
- We urge the Council to refuse planning permission based upon the issues we have raised.

CONSULTEE RESPONSES

Highways

Original Comments 26.05.2021

I raise no objection to this application, in principle, noting that:

- 1) The proposal should not result in a material increase in vehicle movements or change in character of traffic on the local highway network in the vicinity of the site
- 2) The site is located within an existing residential area and is within reasonable walking distance of a primary school, bus route, Reddish North Train Station and various shops and services
- 3) Car parking is proposed to be provided for the proposed dwelling which accords with the adopted parking standards and should meet expected demand (car ownership in the area is 100%)
- 4) Car parking is to be retained for the existing dwelling
- 5) Cycle parking is proposed to be provided for the proposed dwelling.

I do not, however, consider the design of the proposed parking facilities / driveways acceptable. This is on the basis that the frontages of both the existing dwelling and proposed dwelling would be completely open, which would mean that the accesses would benefit from an inadequate level of pedestrian visibility (1m by 1m visibility splays need to be provided on either side of each access), cars could and would be encouraged to manoeuvre across the footway, parallel with the carriageway and the layout of the parking area to the front of the proposed dwelling is such that cars would stick out into the footway when parked in front of the dwelling. These issues could be addressed by amending the site layout and the design of the dwelling (by splaying the north-east corner of the building). If the applicant wishes to provide two parking spaces for the proposed dwelling, this could be done by extending the drive back along the side of the dwelling so it extends to 10m in length. If it is not possible to splay the corner of the dwelling (this would only need to be done at ground floor level), the dwelling would need to be set back slightly (this need to be done to ensure vehicles can manoeuvre into and out of the drive).

Finally, whilst the scheme includes proposals to provide a cycle store for the dwelling, I do not consider what is proposed is acceptable, as a 6ft long store would not be long enough to accommodate all bikes. I would, however, consider the slightly larger 6'4 store acceptable. The scheme should therefore show proposals to provide such a store.

These issues therefore need to be addressed. I would therefore recommend that the application is deferred and the applicant is request to amend the scheme with the aim of addressing these issues.

Recommendation: Defer

Further comments following amendments 01.12.2021

I write with reference to the revised drawings listed below which have been submitted with the aim of addressing the issues I raised in my consultation response of the 26th May 2021.

002 Rev 2
003 Rev 2
004 Rev 2

I note that the revised drawings show the scheme has been amended along the lines recommended and the applicant has outlined that a larger cycle store will be provided (although a web-link has been provided, full details of this have not been provided and the I cannot determine which store is proposed on the website). I do, however, consider the fence in front of the existing dwelling should be lowered to 0.6m in height (from 0.9m) adjacent to the site access. This, however, can be dealt with by condition, as can all other matters of detail, such as agreeing details of the cycle store.

Recommendation: No objection, subject to conditions.

Conditions

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

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

No work shall take place in respect to the construction of the accesses that will serve both the approved dwelling and the existing dwelling (5 Heswall Road) until a detailed drawing of the accesses that will serve those dwellings, which shall include:

- 1) Details of proposals to provide 1m by 1m pedestrian visibility splays at either side of each access
- 2) Details of proposals to provide a dropped kerb footway crossing at each access
- 3) Details of the boundary treatment to be provided across the site frontage with Heswall Road

has been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until the accesses have been constructed in accordance with the approved drawing and are available for use. No structure, object, plant or tree exceeding 600mm in height shall subsequently be erected or allowed to grow to a height in excess of 600mm within the pedestrian visibility splays. The boundary treatment shall be retained, as approved, at all times thereafter.

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.

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no gate or other means of obstruction shall be erected across

the vehicular accesses that will serve the approved dwelling or the existing dwelling (5 Heswall Road) at any time.

Reason: In order to ensure that vehicles can enter and exit the site unhindered so that they are not required to stop of the highway and therefore be a threat to highway safety and / or affect the free-flow of traffic in terms of Policies SIE-1 'Quality Places', CS9 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

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

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

The approved development shall not be occupied until the driveways / parking areas for both the approved dwelling and the existing dwelling (5 Heswall Road) have been provided in accordance with the approved drawing, hard surfaced (in tarmac, block paving or other non-loose material), drained (to a soakaway / SuDS system) and are available for use. The driveways shall thereafter be kept clear and remain available for parking of vehicles for the approved dwelling and the existing dwelling (5 Heswall Road)

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.

A charging point for the charging of electric vehicles shall be provided within the site for the approved dwelling. Prior to its provision, details of the charging point shall be submitted to and approved in writing by the Local Planning Authority. The approved dwelling shall not be occupied until the charging point has been provided in accordance with the approved details and is available for use. The charging point shall thereafter be retained (unless it is replaced with an upgraded charging point in which case that should be retained).

Reason: To ensure that adequate parking with facilities for the charging of electric vehicles are provided in accordance with Policies SD-6 'Adapting to the impacts of climate change', SIE-3: Protecting, Safeguarding and enhancing the Environment, T-1 Transport and Development', T-2 'Parking in Developments' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD and Paragraphs 110, 170 and 181 of the National Planning Policy Framework.

No work shall take place in respect to the provision of cycle parking within the site until full details of the 7ft long covered cycle store to be provided within the site, as shown on drawing 002 Rev 4, have been submitted to and approved in writing by the

Local Planning Authority. The approved dwelling shall not be occupied until the cycle store has been provided in the location indicated on drawing 002 Rev 4 and in accordance with the approved details. The cycle store shall then be retained and shall remain available for use at all times thereafter.

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

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.

Contaminated Land

The proposed development site is currently a residential garden area and has not been identified as potentially contaminated. There will also be very little soft landscaping post development. The developer will need to keep a watching brief for any unexpected contamination, especially following demolition of the garage, which can give rise to potential hydrocarbons and asbestos. Therefore, it is recommended that a relevant informative is included in case any contamination is suspected or found.

Nature Development

The site is located on Heswall Road in Reddish. The application is for a proposed 1no. new build residential property to infill site at side of 5 Heswall Road including demolition of existing garage and storage building to 5 Heswall Road

Nature Conservation Designations:

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

Legally Protected Species:

Many buildings have the potential to support roosting bats. All species of bats and their roosts are protected under UK (Wildlife and Countryside Act 1981 (as amended)) and European legislation (The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019).

Paragraph 016 of the Natural Environment Planning Practice Guidance

(<https://www.gov.uk/guidance/natural-environment#biodiversity-and-ecosystems>)

states that the local authority should only request a survey if they consider there is a reasonable likelihood of a protected species being present and affected by development.

The proposed works will not affect the main roof of the property and are limited to the single-storey garage (with flat felt roof) and storage building (with tight fitting interlocking tiled monopitch). There is a record of a pipistrelle bat adjacent to the application area on the protected species database. This is a potential indication that a bat roost is present nearby, however given the above, it is unlikely that a bat roost would be impacted by the proposals.

Given the nature of the proposed works it is considered that there is a low risk of impacting roosting bats and I would therefore not consider it reasonable to request an ecology survey as part of the current application.

Recommendations:

The works are considered to be low risk to roosting bats. Bats can sometimes roost in seemingly unlikely places however and so it is recommended that an informative is attached to any planning consent granted so that the applicant is aware of the potential for roosting bats to be present. It should also state that the granting of planning permission does not negate the need to abide by the legislation in place to protect biodiversity. If at any time during works, evidence of roosting bats (or any other protected species) is discovered on site, works must stop and a suitably experienced ecologist be contacted for advice.

If any works are proposed during the nesting bird season (which is typically March-August, inclusive), then the following informative should be used as part of any planning consent: Trees, scrub, hedges and structures are likely to contain nesting birds between 1st March and 31st August inclusive. Some of these features are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and it is absolutely certain that nesting birds are not present.

Biodiversity enhancements are expected as part of developments in line with local (paragraph 3.345 of the LDF) and national planning policy (NPPF). A suitable measure would be the provision of a bat and/or bird box placed on/integrated within the new property. A woodcrete/woodstone box should be provided as these have greater longevity than timber boxes (see for example Habibat and Schwegler boxes). Details of the proposed number, type and location of bat and/or bird boxes should be submitted to the LPA for review and this can be secured via condition.

The submitted plans indicate close-board fencing at the site boundary along with landscape planting. It is advised that native species hedgerow is planted to increase

habitat connectivity and provide benefits to biodiversity. Details of proposed landscaping should be submitted to the LPA for approval and an appropriate landscaping scheme can be conditioned. Landscape planting should be maximised throughout the site and comprise a range of wildlife-friendly (preferably locally native) species – tree planting would also be welcomed. Where the use of close-board fencing is unavoidable, occasional gaps should be provided at the base (13mm x 13mm, minimum one gap per elevation) to allow species such as hedgehog to pass through and maintain habitat connectivity.

Any proposed lighting should be sensitively designed so as to minimise impacts on wildlife associated with light disturbance (following principles outlined in Bat Conservation Trust guidance: <https://www.bats.org.uk/news/2018/09/new-guidance-on-bats-and-lighting>).

Planning Policy (Energy)

The energy statement submitted for this application is not fully compliant with Stockport's Core Strategy Policy SD3 due some inaccurate evidence to support consideration of low / zero carbon technologies.

In order to assist with this, I have endeavoured to draft a replacement table on low / zero technologies that should replace the existing table on Page 4 of the submitted energy statement. This is based on the submitted paperwork.

These suggested changes do not commit the applicant to any use of renewable energy technologies but does provide appropriate assessment of the LZCs as required by Stockport's Core Strategy Policy SD3, taking account of technologies for their technical feasibility (pertinent to the site) and, where relevant, their financial viability (evidence of costs). If the applicant is happy with the suggested changes in the table below, then I would suggest they make the changes and resubmit it as a policy compliant energy statement.

It should be noted that the changes are a basic desk-based feasibility assessment for the development. Any options identified within the table should be checked with an appropriate installer for technical accuracy if they are of interest. Such installers can be researched using the site post code to search on the following website: <http://www.microgenerationcertification.org/consumers/installer-search>

The running costs of the property would be reduced such that the cost of installing technically feasible technologies could be offset in an appropriate uplift in sale value which could be marketed to potential buyers – free guidance on uplift in value and marketing of a low carbon home is attached. This would ensure that these properties contribute to the GM Zero Carbon target for 2038 and prevent the need for costly retrofit of the property in the near future – another positive marketing factor for the development.

The requirement for low carbon buildings is reflected in Stockport Council's declaration of a climate emergency and adoption of the Climate Action Now Strategy.

It should be noted that following the receipt of the comments above from the Planning Policy Energy officer, the applicant amended the table contained within the Energy Statement to comply with the recommendations made above. Therefore, the Energy Statement is now fully compliant with Stockport's Core Strategy Policy SD3.

LLFA (Drainage)

Original Comments – 24.05.2021

The following documents from the SMBC planning portal in support of the application have been used for this review.

- EXISTING_NETWORK_CRITICAL_STORM_CALCULATIONS
- EXISTING_AND_PROPOSED_SITE_PLANS
- DESIGN_AND_ACCESS_STATEMENT
- DRAINAGE_PROPOSALS-A3 - Initial Drainage Proposals 477-E001 rev A
- LOCATION_PLAN

The application is concerning proposed 1no. of new residential property at side of 5 Heswall Road including demolition of existing garage and storage building. The site is on Zone 1 of the EA Flood Map.

The proposed drainage layout (Initial Drainage Proposals 477-E001 rev A) shows:

- BRE365 investigations are to be undertaken.
- Roof drainage is collected by Waterbutts which discharge to rain gardens with carrier drains below.
- External paved area are to be permeable paving.
- Outfall is controlled to 5.2l/s (i.e.50% betterment) and discharges to existing surface water drainage pending results of infiltration assessment.

The proposed strategy is acceptable in principle subject to:

- Results from BRE365 testing
- Confirmation of existing private drainage regimes
- Confirmation of existing public surface water drainage / sewers. It is noted that UU safedig records (see below) are unclear and site investigations may be required to confirm status and connectivity of public sewers in the vicinity
- Confirmation of attenuated volume requirements.
- The rain garden drain is routed via a catchpit. It is considered that a more robust silt interception system should be incorporated, especially if the option is discharge to existing drainage.
- Detailed design of drainage systems, SUDS components, flow controls.
- A Topo Survey of the existing and proposed layout; clearly marked with the existing and proposed network
- Provide evidence of consultations with UU

Further comments – 24.11.2021

The additional documents for this application have been reviewed. It appears the drainage strategy is the same as it was previously, with the exception that part of the grassed area has been relocated and replaced some of the permeable paving to facilitate an additional extension to the dwelling. As long as the drainage network is proposed to be as it was previously, the LLFA team recommends referring back to the previous comments provided on 24th May 2021.

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.

We request the following drainage conditions are attached to any subsequent approval to reflect the above approach: Surface Water, Foul Water, Management and Maintenance of Sustainable Drainage Systems.

ANALYSIS

Policy Principle

The application site is allocated within a Predominantly Residential Area, as defined on the UDP Proposals Map. 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%.

Members are advised that 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 (this includes for applications involving the provision of housing, situations where the LPA cannot demonstrate a 5 year supply of housing), granting planning permission unless:
 - the application of policies in the Framework that protect areas or assets of importance (that is those specifically relating to designated heritage assets (conservation areas and listed buildings)) provides a clear reason for refusing planning permission 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 that are considered to be out of date. Stockport is currently in a position of housing under-supply, with 2.6 years of supply against the minimum requirement of 5 years + 20%, as set out in paragraphs 47 of the NPPF. In situations of housing under-supply, Core Strategy DPD policy CS4 allows Core Strategy DPD policy H-2 to come into effect, bringing housing developments on sites which meet the Councils reduced accessibility criteria. Having regard to the continued position of housing under-supply within the Borough, the current minimum accessibility score is set at 'zero'.

That being the case, the tilted balance as referred to in para 11 of the NPPF directs that permission should be approved unless:

- there are compelling reasons in relation to the impact of the development upon the Conservation Area and the setting of adjacent listed buildings to refuse planning permission or

- the adverse impacts of approving planning permission (such as the loss of the community facility, local open space or sports pitch or impact on residential amenity, highway safety etc) would significantly and demonstrably outweigh the benefits.

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

The other main issues for consideration are as follows:-

- Impact on residential amenity
- Highway impacts
- Other matters such as ecology, trees and drainage.

Having regard to this presumption in favour of residential development, Members are advised accordingly within the report below.

Developer Contributions

With regards to affordable housing, notwithstanding the requirements of Core Strategy DPD policy H-3 and the Provision of Affordable Housing SPG, the NPPF states that the provision of affordable housing should not be sought for residential developments that are not major developments. As such, on the basis of the proposal for 1 dwelling, there is no requirement for affordable housing provision within the development.

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 require the include provision for recreation and amenity open space either on-site or off-site, dependent on the population of the proposed development.

As there is no space on the application site to accommodate formal recreation or children's play facilities, Core Strategy SIE-2 and the 2019 Open Space Provision and Commuted Payments SPD requires the payment of commuted sums to fund and maintain off-site provision. The proposed development generates a total commuted sum requirement of £5,984.00.

The applicant has confirmed that they are happy to enter into a S106 agreement with the Council to secure the payment of this contribution, should the recommendation of Committee be to grant planning permission.

Design and Siting

Earlier revisions of this development proposal included contemporary town houses and then a detached property with a gable ended roof, which related poorly to the hipped roof traditional properties currently existing on Heswall Road and the surrounding area. Therefore, the applicant has now amended the proposed design of the property to provide a dwelling that would now match the existing dwellings to either side, through the use of a hipped roof design. The overall height of the property has also been reduced to sit more appropriately

between the two existing dwellings and the use of a hipped roof also results in a much lower visual prominence. The traditional bay and entrance features to the dwelling are considered to provide architectural interest to the frontage, whilst creating activity and natural surveillance to the street scene. It has also been confirmed that matching building materials would be utilised throughout. It is considered that the changes made to the design in response to concerns raised by local residents and the Planning Officer, now ensures the proposal respects the character of the local area and sits appropriately within the streetscene, as demonstrated on the amended drawings.

The proposed design provides glazed areas in appropriate locations to improve the natural light within the new dwelling, create activity and natural surveillance to the street scene, but whilst protecting the privacy of the existing dwellings around the site. The scale and height of surrounding existing properties are predominantly 2 storeys, which means the scale of the new development is similar to the other residential buildings on the surrounding plots.

The proposed dwelling has been sited to respect the existing building line set by the existing properties along the western side of Heswall Road. This also means that the distance across the street between dwellings and their windows is also respected and replicated by the development. The siting of the dwelling on the site will also ensure the delivery of a good quality landscaping scheme around the site, to improve the overall appearance of the site and create additional screening of the new property from surrounding properties.

The impact of the siting and scale of the new dwellings on existing residential amenity will be covered in the next section of the report.

Matters of final detail, in relation to materials of external construction and hard and soft landscaping would be secured by way of suitably worded planning conditions.

A private amenity space would be provided to the side and rear of the new dwelling and a private garden area would be retained to the rear of the existing property at No. 5 Heswall Road. It is acknowledged that these would be below the standards as recommended by the Design of Residential Development. However, despite this shortfall, it should be acknowledged that both the development and the existing property would have direct access to a private garden area and are also located within walking distance of a number of local public open spaces. The development would also comply with Core Strategy SIE-2 and the 2019 Open Space Provision and Commuted Payments SPD through the agreement to pay a commuted sum to fund and maintain off-site open space and play provision.

Furthermore, such amenity space shortfalls are considered to be outweighed by the requirement for additional dwellings within the borough and the current focus within Paragraphs 124 and 125 of the NPPF, which seek to maximise densities within residential developments where there is an identified housing need. As such, the NPPF desire to maximise densities within residential developments effectively supersedes private amenity space requirement guidance as recommended within the Design of Residential Development SPD.

In view of the above, it is considered that the quantum, siting, scale, height and design of the proposed development could be successfully accommodated on the site without causing harm to the character and the visual amenity of the area.

As such, the proposal is considered to comply with saved UDP policy MW1.5 and Core Strategy DPD policies H-1 and SIE-1 and the Design of Residential Development SPD.

Impact on Residential Amenity

The application site is bounded on 3 sides by existing residential properties, No. 5 Heswall Road, No. 7 Heswall Road and No. 2 Willow Gardens, with the properties across Heswall Road (Nos. 4 and 6) forming the 4th side. The assessment on each of these properties will be assessed below.

No. 5 Heswall Road

The new property sits in line with the front and back with the existing property at No. 5 Heswall Road and therefore, there should be no detrimental impacts on the existing property from an overbearing, overshadowing or loss of privacy perspective. The new property is also located to the north, removing any potential overshadowing impacts over the existing property or the private rear garden. This property is also that of the applicant.

Access is still retained to the private rear garden from the proposed communal passageway and a car parking space is retained to the front.

Therefore, it is considered that the proposed development could be successfully accommodated on the site without causing undue harm to the residential amenity of No. 5 Heswall Road by reason of overshadowing, overdominance, visual intrusion, loss of outlook, overlooking or loss of privacy.

No. 7 Heswall Road

The northern or side boundary of the site is shared with the site of the existing residential dwelling at No. 7 Heswall Road. The boundary is shared with the side of this existing property and therefore, the relationship is side elevation to side elevation. The new dwelling would, at the closest point, be approx. 2.6m away from the site boundary and this is towards the front of the site. The property of No. 7 is located approx. 6 m away from the boundary shared with the application site to the front and approx. 4.5m to the rear, and there is a single storey garage located between the side elevation of the existing property and the site boundary. Therefore, it is considered that there is adequate space between the siting of the new property and the existing property at No. 7, in order to retain the feeling of space and sunlight around this existing property. The use of a hipped roof design will also reduce any overbearing or overshadowing impacts.

The useable garden space for No. 7 appears to be located further west of the application site boundary and again would be an adequate distance away from the new property itself. Therefore, there should be minimal impact on this property's private garden area. The side elevation of the property and any windows that may be present appear to contain opaque glazing and are in part, screened by the existing outbuilding on the site.

The proposed northern side elevation of the new property contains no windows at all. Therefore, there would be no overlooking or loss of privacy caused from the siting of the development and it is considered that there is no detrimental relationship between the windows of the new dwelling and the habitable room windows of the existing dwelling at No. 7 Heswall Road.

Therefore, it is considered that the proposed development could be successfully accommodated on the site without causing undue harm to the residential amenity of No. 7 Heswall Road by reason of overshadowing, overdominance, visual intrusion, loss of outlook, overlooking or loss of privacy.

No. 2 Willow Gardens

The western or rear boundary of the site is shared with the site of the residential dwelling at No. 2 Willow Gardens. The boundary is shared with the side area of this existing property and includes a single storey attached garage, a large driveway area and a small patio. Therefore, the relationship is predominantly rear elevation to side elevation with a small element of rear garden. The new dwelling would, at the closest point, be approx. 3.2 m away from the site boundary. However, this site boundary is, as outlined above, shared with the garage and driveway area of this existing property. The rear elevation of the new property would be located 13.7m away from the side elevation of the existing property of No 2 Willow Gardens and there are no windows in this side elevation of the existing property. Where the relationship of the new property is with the rear garden of No. 2 Willow Gardens, the proposed habitable room windows are located over 6m from the shared boundary and therefore, this accords with the relevant privacy standards for this relationship. Also, the earlier proposals that included a 2nd floor of accommodation using a large rear dormer extension, have been amended to completely remove this element and any potential overlooking that could have been caused.

Therefore, on this basis, there would be no significant overlooking or loss of privacy caused from the siting of the development and it is considered that there is no detrimental relationship between the windows of the new dwelling and the habitable room windows and garden of the existing dwelling.

Due to the siting of the proposed development and the distance away from the shared boundaries, it is also not considered that there would be an overbearing impact from the proposed dwelling on this existing property. The new dwelling is predominantly located directly to the east of the existing property and therefore, any potential overshadowing impact again would not be significant. The use of a hipped roof design will also reduce any overbearing or overshadowing impacts.

Therefore, it is considered that the proposed development could be successfully accommodated on the site without causing undue harm to the residential amenity of No. 2 Willow Gardens by reason of overshadowing, overdominance, visual intrusion, loss of outlook, overlooking or loss of privacy.

Nos 4 & 6 Heswall Road

The eastern or front boundary of the site is comprised of Heswall Road and the properties at Nos. 4 and 6 beyond. The boundary is shared with the public highway and therefore, the relationship is the public or street side of the dwellings. The front of the new property is in line with the existing properties on this side of Heswall Road, and therefore the relationship between the windows on the new property and the properties on the opposite side is the same as the existing situation of this street. It is acknowledged that this is approx. 18.7m and is therefore, less than is defined within the SPD. However, as this is the existing relationship between the properties on the street, this distance is considered acceptable in this urban context.

The new property would be located to the west of these existing properties in terms of orientation and overshadowing. However, at 18.7m away, this distance between the existing properties and the proposed dwelling is sufficient to ensure that there would be very limited overshadowing caused. The use of a hipped roof design will also reduce any overbearing or overshadowing impacts.

Objections have been raised in relation to the loss of sunlight currently received through the gap between the existing properties at Nos. 5 and 7 Heswall Road, and the significant impact this would have on the rear gardens of the properties opposite. Due to the position of the existing properties at Nos. 4 and 6 Heswall Road and the relationship and orientation to this gap, it is not considered that the proposal would cause any additional overshadowing of these rear gardens, over the overshadowing currently experienced by the existing properties themselves currently in situ. It should also be noted that there is already built form on the siting of the new dwelling through the presence of the single storey extension and the double garage. Therefore, it is not considered that this is a matter that would warrant the refusal of the application in this case.

Due to the nature of the development as 1 dwelling with one parking space and vehicular access point, it is not anticipated that there would be a significant increase in additional comings and goings associated with the proposed development than is currently the case with the existing property and its double garage.

Therefore, it is considered that the proposed development could be successfully accommodated on the site without causing undue harm to the residential amenity of Nos. 4 and 6 Heswall Road by reason of general disturbance, overshadowing, overdominance, visual intrusion, loss of outlook, overlooking or loss of privacy.

It should be noted that the impact of a development on the monetary value of existing properties around a proposed site is not a material planning consideration that can be given any weight in the decision making process for this, or any planning application. As such, on the basis of this and all of the above points, the proposal is considered to comply with Core Strategy DPD policies H-1 and SIE-1 and the Design of Residential Development SPD.

Traffic Generation, Access, Parking and Highway Safety

The detailed comments received to the application from the Council Highway Engineer are contained within the Consultee Responses section above. The Highway Engineer raises no objection to the principle of a new dwelling on the site. The provision of a new dwelling at the site is therefore, considered to be acceptable, having regard to the relative accessibility of the site and the potential for occupants to enjoy convenient access to public transport, service and amenities.

It is considered by the Highway officer that the proposal should not result in a material increase in vehicle movements or change in character of traffic on the local highway network in the vicinity of the site. The site is located within an existing residential area and is within reasonable walking distance of a primary school, bus route, Reddish North Train Station and various shops and services. Car parking is proposed to be provided for the proposed dwelling which accords with the adopted parking standards and should meet expected demand (car

ownership in the area is 100%) along with the necessary cycle parking required. Finally, car parking is to be retained for the existing dwelling.

Whilst it is acknowledged that the proposal only includes parking for one vehicle, the site lies within easy walking distance of public transport and public facilities provision, and is therefore reasonably accessible, and does comply with SMBC parking standards, which are based on a maximum provision of 2 spaces. It is considered that the proposed development would not result in any significant detrimental impact on the existing parking situation on Heswall Road, the operation of the local highway, nor on highway safety and therefore the Highways Officer finds no reason to raise any objection to the levels of parking for the development.

Concern was raised initially in relation to the size of the on site parking space for the development, however this has subsequently been satisfactorily addressed through the amended site layout shown on the revised plans. The size of the cycle store has also been enlarged in response to the comments initially raised by the Highways officer.

It is not considered that the proposed development of one dwelling would give rise to any material intensification in use of the access, when compared to the current lawful use. The daily number of vehicle movements to the site would be low in number and therefore, there are no objections in this respect.

The concerns of local residents raised in relation to the potential impacts during the construction period have been noted and a condition is recommended with respect to the submission of a fully detailed construction management strategy.

Further conditions are recommended in relation to the access construction; driveway construction, removal of PD rights relating to gates or other obstructions across the access points, the reconstruction of redundant footways, and to secure appropriate cycle parking and electric vehicle parking facilities.

In view of the above, on the basis of the submitted amended scheme, in the absence of objections from the Highway Engineer and subject to conditional control, the proposal is considered acceptable with regard to the issues of traffic generation, parking and highway safety. As such, the proposal is considered to comply with Core Strategy DPD policies SD-6, SIE-1, CS9, T-1, T-2 and T-3.

Impact on Trees and Landscaping

As there are no trees currently existing at the application site that would be lost as a result of the development, the views of the Council Arboricultural Officer have not been sought in this case. However, the submitted site layout plan does show proposed areas of planting within the application site to improve the overall appearance of the property, the street scene and the area as a whole.

A detailed landscaping plan has not been submitted at this stage, however a suitably worded condition will be included to ensure the submission of full details in terms of tree planting, plant species and numbers and exact locations of plants and grass. Advice will then be sought on the submission of this information from the Council's Arboricultural and Nature Development Officers regarding landscape design and preferred species for the site.

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

Impact on Protected Species and Ecology

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

The site itself has no nature conservation designations, legal or otherwise. The applicant will be advised of the need to avoid building, demolition and vegetation clearance during the bird nesting season, unless it can be confirmed that nesting birds are not present by way of informative.

The garage appears to offer limited potential to support roosting bats and there are no trees present within the application site boundary that require removal. Therefore, in this instance, a bat survey is not required subject to the inclusion of an informative stating that 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.

As outlined above, the submission of a detailed landscaping scheme for the site will be conditioned, which will also include a requirement for biodiversity enhancements within the development.

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

Energy Efficiency and Climate Change

Despite not triggering policy targets, the application has been submitted with an Energy Statement. This outlines that the dwellings will be built to the Part L Building Regulations 2013, and the scheme will incorporate sustainable features and enhancements to improve the thermal performance of the building where possible. It is envisaged that the design will create sustainable buildings that are energy efficient and will contribute to the reduction in carbon emissions using sustainable, recyclable and renewable materials. Local materials will be sourced where possible to reduce the amount of energy used in transport to site, along with a number of other features being incorporated including high efficiency boilers, high performance windows and high levels of insulation.

Following the submission of an amended Energy Statement, the Council's Planning Policy Energy officer has now confirmed that the resubmitted energy statement is now compliant with Core Strategy Policy SD3.

Land Contamination

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

It is noted that the proposed development site is currently a residential garden area and has not been identified as potentially contaminated. Therefore, a full assessment

for contaminated soil and gas is not required in this instance. However, an informative will be included to advise the developer to keep a watching brief for any unexpected contamination especially following demolition of the garage, would be included in any decision.

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

Flood Risk and Drainage

The application site falls within Environment Agency Flood Zone 1, which is assessed as having the lowest possibility of flooding. The application has been accompanied by a drainage strategy, and the LLFA has confirmed that this strategy is acceptable in principle subject to the submission of some additional information. United Utilities have also been consulted and no objections have been raised subject to the inclusion of certain conditions. As such, it is considered that appropriate drainage of the site could be secured by way of suitably worded condition.

Subject to compliance with such a condition, it is considered that the proposed development could be drained in a sustainable manner without the risk of flooding elsewhere, in accordance with saved UDP policy EP1.7 and Core Strategy DPD policies SD-6 and SIE-3.

CONCLUSION

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

The location of the site is within a Predominantly Residential Area and as referred to at the start of this analysis, the fact that the Council cannot demonstrate a 5 year supply of housing means that elements of Core Strategy policies CS4 and H2 are considered to be out of date. As such the tilted balance in favour of the residential redevelopment of the site as set out in para 11 of the NPPF is engaged. The application site comprises a brownfield site in an accessible area and the redevelopment of the site for residential purposes is also in accordance with para 118 of the NPPF which places substantial weight upon the use of brownfield land within settlements for homes and supporting opportunities to remediate derelict land.

It is considered that the siting, scale and design of the proposed development could be successfully accommodated on the site without causing undue harm to the visual amenity of the area or the residential amenity of surrounding properties. In the absence of objections from relevant consultees and subject to conditional control, the proposal is considered acceptable with regard to the issues of traffic generation, parking and highway safety; impact on protected species and ecology; flood risk and drainage; land contamination; and energy efficiency.

In view of the above, the proposal is considered to be acceptable and represent sustainable development. On this basis, the application is recommended for approval.

RECOMMENDATION

Grant subject to conditions and the completion of a S106 Agreement