

ITEM 3

Application Reference	DC/085022
Location:	Land Adjacent To 7 Denefield Close Marple Bridge Stockport SK6 5EU
PROPOSAL:	Erection of 1 no. detached bungalow (Outline Planning Application, seeking approval for access, layout and scale)
Type Of Application:	Outline Application
Registration Date:	28/04/2022
Expiry Date:	23/06/2022
Case Officer:	Mark Burgess
Applicant:	Mrs J P Wood
Agent:	kieranhibbsarchitecture

DELEGATION/COMMITTEE STATUS

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

DESCRIPTION OF DEVELOPMENT

Outline planning permission is sought for the erection of 1 no. detached residential bungalow at land adjacent to 7 Denefield Close in Marple Bridge.

The application seeks outline planning permission for the principle of residential development at the site, along with access, layout and scale, with all other matters (appearance and landscaping) reserved for future consideration and approval.

The proposed site layout plan and proposed elevations submitted with the application shows the proposed bungalow sited to the Southern side garden of an existing semi-detached residential dwellinghouse at Number 7 Denefield Close. The proposed bungalow would have a maximum width of 9.7 metres and a maximum length of 8.8 metres. The proposed bungalow would be of single storey scale, comprising ground floor living accommodation only and would have a maximum height of 5.5 metres.

The proposed bungalow would be accessed via Denefield Close to the North and two parking spaces to serve the proposed bungalow would be provided to the front. Private amenity space to serve the proposed bungalow would be provided to the rear (East)

The scheme has been amended following its original submission, in order to address issues raised by the Council Highway Engineer.

The plans submitted in support of the application are appended to the report.

SITE AND SURROUNDINGS

The application site comprises an area of lawned garden/private amenity space to the South of and in the ownership of an existing semi-detached residential dwellinghouse at Number 7 Denefield Close. Access to the site is taken from Denefield Close, a narrow cul-de-sac, to the North.

The site is adjoined to the North by the existing residential dwellinghouse at Number 7 Denefield Close, in the ownership of the applicant, with further residential properties on Denefield Close beyond. To the rear (East) of the site are residential dwellinghouses on Winfield Grove, sited at a slightly higher level to the site. Adjoining the site to the South is the rear garden of a residential dwellinghouse at 'Sunnymount', 9 Greenbank Road. To the front (West) of the site are traditional residential dwellinghouses along Compstall Road which are sited at a lower level to the site.

POLICY BACKGROUND

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

The Statutory Development Plan for Stockport comprises :-

- Policies set out in the Stockport Unitary Development Plan Review (saved UDP) adopted on the 31st May 2006 which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004; and
- Policies set out in the Stockport Local Development Framework Core Strategy Development Plan Document (Core Strategy DPD) adopted on the 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 application :-

Saved UDP policies

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

Core Strategy DPD policies

- CS1 : OVERARCHING PRINCIPLES : SUSTAINABLE DEVELOPMENT - ADDRESSING INEQUALITIES AND CLIMATE CHANGES
- SD-1 : CREATING SUSTAINABLE COMMUNITIES
- SD-6 : ADAPTING TO THE IMPACTS OF CLIMATE CHANGE
- CS2 : HOUSING PROVISION
- CS3 : MIX OF HOUSING
- CS4 : DISTRIBUTION OF HOUSING
- H-1 : DESIGN OF RESIDENTIAL DEVELOPMENT
- H-2 : HOUSING PHASING
- H-3 : AFFORDABLE HOUSING

- CS8 : SAFEGUARDING AND IMPROVING THE ENVIRONMENT
- SIE-1 : QUALITY PLACES
- SIE-2 : PROVISION OF RECREATION AND AMENITY OPEN SPACE IN NEW DEVELOPMENTS
- SIE-3 : PROTECTING, SAFEGUARDING AND ENHANCING THE ENVIRONMENT
- CS9 : TRANSPORT AND DEVELOPMENT
- CS10 : AN EFFECTIVE AND SUSTAINABLE TRANSPORT NETWORK
- T-1 : TRANSPORT AND DEVELOPMENT
- T-2 : PARKING IN DEVELOPMENTS
- T-3 : SAFETY AND CAPACITY ON THE HIGHWAY NETWORK

Supplementary Planning Guidance and Documents

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

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

National Planning Policy Framework (NPPF)

The NPPF, initially published in March 2012 and subsequently revised and published in July 2021 by the Ministry of Housing, Communities and Local Government, sets out the Government's planning policies for England and how these are expected to be applied.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Paragraph 219 states '*existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)'.*

National Planning Practice Guidance (NPPG)

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

RELEVANT PLANNING HISTORY

- DC083417 : Erection of 2 no. dwellinghouses (Outline Planning Application, seeking approval for access, layout and scale) : Withdrawn – 12/04/2022.

- J.35492 : Erect one residential property : Refused – 06/03/1986 : Appeal Dismissed – 11/08/1986.

NEIGHBOUR'S VIEWS

The owners/occupiers of surrounding properties were notified in writing of the application.

Letters of objection from 4 properties have been received to the application. The main causes for concern raised are summarised below :-

Impact on Residential Amenity

- The proposed development poses a concerning encroachment on neighbours privacy. The proposed rear elevation of the bungalow directly faces the rear elevation of neighbouring properties.
- The existing boundary structures and planting between the site and neighbouring properties are not sufficient to prevent occupiers of the proposed development seeing into neighbours windows and neighbours looking down onto occupiers property and garden. This would be an intrusion of existing residents and future occupants of the proposed developments privacy.
- The roof of the proposed development is in such close proximity to neighbouring properties that it would undoubtedly overshadow neighbouring properties and cause a material reduction to the flow of light into neighbouring gardens.
- The proposed development represents a doubling of the number of gardens directly abutting neighbouring properties, which potentially will double the volume of noise exposure for neighbouring properties.
- The site is not sufficiently spacious to allow for any noise generated by the prospective occupiers of the proposed development to be dispersed, nor for neighbouring properties to take measures such as planting within their boundary to mitigate any increased noise.

Siting

- The proposed property is shown as angled away from the front line of the existing building. As such, it is difficult to accept the contention that the 'projecting element to the front' would not be visible from the street scene.

Highways Issues

- Denefield Close is a cul-de-sac only 5 metres wide. On the West side of the entrance from Mayfield Road it is immediately bounded by 6 feet high fencing to the rear of properties along Compstall Road. This makes it a blind corner.
- The entrance to Denefield Close is regularly used by vehicles that enter Mayfield Road from Compstall Road to turn round, including vans, lorries and cars. Residents vehicles frequently come into confrontation with these turning vehicles.

- Within Denefield Close there are five driveways, one with a double width, on the East side. Access to other existing properties garages is via Denefield Close.
- Due to the density of vehicle ownership in the area, the area is affected by the displacement of parking of vehicles owned by properties on both sides of Compstall Road, many of which are two car households, onto the estate.
- Over the years, owners of properties on Compstall Road have either removed sections of fencing or had gated entrances made, leading onto hard standings within their rear gardens. There are eleven, one a double, such accesses. Three of them have gates onto hard standings that are not currently used for parking. Usually there are eight cars parked on that side and it is also used for the placement of bins on collection days.
- The high density means that two cars are parked in the turning area half way along Denefield Close and two more at the end of Denefield Close. As such, any large vehicle entering Denefield Close has to reverse in or out, which has been made more difficult by the parking of a further four cars on the pavement and around the corner onto Mayfield Road.
- Historically, there has been insufficient enforcement activity to curtail parking behaviours, even on existing double yellow lines. Even if formal restrictions were imposed, neither the police nor the local authority have the resources to provide an adequate level of surveillance.
- The above would result in two road safety impact phases :- During the construction phase there would be considerable activity by construction machinery and then delivery by large vehicles; Once the properties were occupied, they would attract further traffic, with two cars being parked shown on the plans.
- Residents of properties on Compstall Road currently park to the rear as there is a very limited amount of parking in the area. If the proposed dwelling is erected, the option of one of the Compstall Road properties to park to the rear would be removed as a parked vehicle would block access to the driveway of the proposed dwelling. This would lead to residents having to find an alternative parking spot which would lead to congestion in an area that lacks private parking for a number of dwellings
- The proposed layout does not make sense, as there is no access to the proposed development from Denefield Close. The plan shows access being across the front garden and the path. Two vehicle parking spaces are shown with their lengths at 90 degrees to the roadway. There would be no space for the vehicles of those who might purchase Number 7.
- The application states that a new public road is to be provided within the site but also says that there are to be no new public rights of way. How can both be true, as a public road must implicitly include a right of way over it?
- Concerns about road safety and access for both emergency vehicles and essential services, such as bin collection and delivery vans.

Other Issues

- The conversion of a green space currently uses as a garden is in conflict with the Councils 'Brownfield First' policy.
- The property will be too close to neighbouring properties and will create a lot of noise and dust. This will irritate residents who suffer from existing conditions and there will be a lot of dust coming into adjacent bedrooms, meaning that residents will have to keep windows closed.
- Diminution in value of neighbouring properties as a direct consequence of the proposed development.

CONSULTEE RESPONSES

Highway Engineer

Comments of 19/05/2022 :-

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 within an existing residential area and is within walking distance of a bus route, 2 primary schools and a number of shops and facilities
- 3) An adequate level of car parking (2 spaces) is proposed to be provided (having regard to the adopted parking standards and expected demand)

I do not, however, consider the scheme acceptable in its present form. This is on the basis that:

- 1) It is not clear how the parking area would be accessed (the application form refers to a new access but this is not shown on the submitted plans. In addition, the plans appear to show the parking area taking access from the existing access that serves No.7 but such an access route appears too tight)
- 2) The depth of the manoeuvring area (approx. 4.9m) between the parking spaces and the dwelling would be too tight to allow vehicles to turn into and out of the two parking spaces (6m is required)
- 3) The submitted plans do not show any proposals to provide cycle parking (as required by Policy T-1 'Transport and Development').
- 4) The submitted plan do not show proposals to provide an EV charging point
- 5) The submitted plans do not show where bins will be stored (bins cannot be stored on the highway)

These issues therefore need to be addressed.

I would therefore recommend that the application is deferred and the applicant is requested to submit a revised site layout plan which clearly shows the access, driveway, where bins will be stored, an EV charging point and where a cycle store will be located.

- Recommendation : Defer

Further comments of 21/06/2022, following submission of amended plans :-

I write with reference to the revised drawings which have been submitted to address the issues outlined in my consultation response of the 19th May 2022.

- KH241-001 Rev F
- KH241-101 Rev C

I note that the scheme has been amended to show:

- 1) 2 car parking spaces
- 2) A new access from the end of Denefield Close
- 3) A turning / manoeuvring area within the site
- 4) An EV charging point
- 5) A shed / cycle store
- 6) A bin storage area

I can confirm that these amendments address my previous concerns and, as such, I raise no objection to the application, subject to conditions.

- Recommendation : No objection, subject to the following conditions :-

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

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

No work shall take place in respect to the construction of the approved access until a detailed drawing of the access, which shall include:

- 1) Details of proposals to provide 1m by 1m pedestrian visibility splays at either side of the access
- 2) Details outlining how the driveway will tie into existing highway
- 3) Details outlining how the extent of adopted highway will be demarked.

has been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied / the approved access shall not be brought into use until the access has been constructed in accordance with the approved drawing and is/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. No structure, object, plant or tree exceeding 1000mm in height shall subsequently be erected or allowed to grow to a height in excess of 1000mm within the vehicular visibility splays.

Reason: In order that the site will benefit from safe and practical access arrangements in accordance with Policies SIE-1 'Quality Places', CS9 'Transport and Development'

and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no gate or other means of obstruction shall be erected across the vehicular access that will serve the approved development at any time.

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

The approved development shall not be occupied until the approved driveway (including turning area) has been provided in accordance with the approved drawings, hard surfaced (in tarmac, block paving or other non-loose material), drained (to a soakaway / SuDS system) and is available for use. The driveway shall thereafter be kept clear and remain available for parking of vehicles for the development.

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

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 details of proposals to provide a long-stay cycle parking facility for the approved dwelling (which shall be in the form of a covered and secure cycle store that will accommodate a minimum of one cycle for the dwelling) have been submitted to and approved in writing by the Local Planning Authority. The approved dwelling shall not be occupied until the cycle parking facility has been provided in accordance with the approved details. The cycle parking facility shall then be retained and shall remain available for use at all times thereafter.

Reason: To ensure that safe and practical cycle parking facilities are provided so as to ensure that the site is fully accessible by all modes of transport in accordance with Policies CS9 'Transport and Development', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD

and the cycle parking facilities are appropriately designed and located in accordance with Policies SIE-1 'Quality Places' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD, supported by paragraph 5.6, 'Cycle Parking', of the SMBC Transport and Highways in Residential Areas SPD.

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

Reason: To ensure that the development will have adequate bin storage facilities, having regard to Policies SIE-1 'Quality Places' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

Informatives

In addition to planning permission, consent will also be required from the Highway Authority (Stockport Council) for the approved / required vehicle dropped crossing and/or closure of any redundant vehicle dropped crossing. Applications for consent can be made on-line at the Council's web-site (www.stockport.gov.uk) or via the Council's contact centre. Consent must be obtained prior to the commencement of any works.

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.

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).

Arboricultural Officer

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

There is no legally protected tree within this site or affected by this development.

The proposed development will have a minimal negative impact on one fruit tree and hedges located on site with the proposed new works being located within the existing hard standing area with only minimal loss of trees proposed. The sites front and rear boundary has a poor level of vegetation and trees and as such there cannot be any loss of trees on site as this will have a negative impact on amenity and biodiversity, without the proposal of off-setting the loss and enhancing the site.

The proposed development should have only a minimal negative impact on the existing trees. The construction materials or vehicles potentially will not impact on the trees.

The main concern for this site is the potential damage during construction and the proposed/potential compound areas and therefore protection/restrictions to the trees on the site and within neighbouring site as the trees are an integral part of the tree scape therefore cannot be lost.

The tree offers a high level of biodiversity/habitat benefit and as such they need retaining as any loss would be unacceptable without off-setting as detailed within the landscape design/plan as this would be further increasing urban sprawl of Marple Bridge area.

In principle the scheme will not have a potential negative impact on the trees in the area and therefore complies with the council policies, with the requirement for a condition for protective fencing on the site.

The following conditions are required if the scheme is approved :-

Condition Tree 1

- No existing tree within the site shall be cut down, topped, lopped, uprooted, wilfully damaged or wilfully destroyed without the prior written approval of the local planning authority, with the exception of those indicated otherwise on the approved plan. Any hedgerows, woody plants or shrubbery removed without such consent or dying or being severely damaged or being seriously diseased, within 5 years of the development commencing, shall be replaced within the next planting season with trees of such size and species as may be approved in writing by the local planning authority.

Condition Tree 2

- No development shall take place until all existing trees on the site except those shown to be removed on the approved plans, have been fenced off in accordance with BS 5837:2012 "Trees in relation to construction - Recommendations". The fencing shall be retained during the period of construction and no work, excavation, tipping or stacking of materials shall take place within any such fence during the construction period.

Condition Tree 3

- No development shall take place until details of all proposed tree planting, including the intended dates of planting, have been submitted to and approved in writing by the local planning authority. All tree planting shall be carried out in accordance with the approved details prior to the development being brought into use.

Environmental Health Officer (Land Contamination)

The proposed development site has not been identified as potentially contaminated, it is currently an existing garden area that has been well kept and is not in a derelict state. There are no garages present on site either, as such the developer should keep a watching brief for any unexpected contamination and if any is found or

suspected then work must stop and this should be reported to the LPA. I would recommend the CON2 informative :-

- *Should contamination be suspected, found or be caused at any time when carrying out the development that was not previously identified, the local planning authority should be notified immediately and development affected or potentially affected by the contamination should stop and an investigation and or risk assessment and/or remediation carried out to establish the most appropriate course of action. Failure to stop and notify may render the Developer or Owner liable for the costs of any investigation and remedial works under Part IIA of the Environmental Protection Act 1990.*

United Utilities

United Utilities wish to make the following comments regarding the proposal detailed above.

- *Drainage*

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) advise that surface water from new developments should be investigated and delivered in the following order of priority :-

1. Into the ground (infiltration);
2. To a surface water body;
3. To a surface water sewer, highway drain, or another drainage system;
4. To a combined sewer.

We recommend the applicant considers their drainage plans in accordance with the drainage hierarchy outlined above.

Please note, United Utilities is not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river).

In the event that the applicant, or any subsequent developer, approaches United Utilities regarding a connection for surface water to the public sewer, it is likely that we will request evidence that the drainage hierarchy has been fully investigated and why more sustainable options are not achievable. This will be managed through either our 'S106 Sewer Connections' or 'S104 Adoptions' processes.

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, their proposed detailed design will be subject to a technical appraisal by our Developer Services team and must meet the requirements outlined in 'Sewers for Adoption and United Utilities' Asset Standards'. This is important as drainage design can be a key determining factor of site levels and layout.

The applicant should not presume that the principles outlined within a drainage strategy will meet the detailed requirements for a successful adoption application. We strongly recommend that no construction commences until the detailed drainage design, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

- *Water and Wastewater Services*

If the applicant intends to receive water and/or wastewater services from United Utilities, they should visit our website or contact the Developer Services team for advice. This includes seeking confirmation of the required metering arrangements for the proposed development. See 'Contacts' Section below.

If the proposed development site benefits from existing water and wastewater connections, the applicant should not assume that the arrangements will be suitable for the new proposal.

In some circumstances we may require a compulsory meter is fitted. For detailed guidance on whether the development will require a compulsory meter please visit <https://www.unitedutilities.com/my-account/your-bill/our-household-charges-20212022/> and go to section 7.7 for compulsory metering.

If reinforcement of the water network is required to meet potential demand, this could be a significant project and the design and construction period should be accounted for.

To avoid any unnecessary costs and delays being incurred by the applicant or any subsequent developer, we strongly recommend the applicant seeks advice regarding water and wastewater services, and metering arrangements, at the earliest opportunity. Please see 'Contacts' section below.

- *United Utilities Property, Assets and Infrastructure*

United Utilities will not allow building over or in close proximity to a water main.

United Utilities may not allow building over or in close proximity to a public sewer.

It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

Developer's should investigate the existence and the precise location of water and wastewater pipelines as soon as possible as this could significantly impact the preferred site layout and/or diversion of the asset(s) may be required. Where United Utilities' assets cross the proposed red line boundary, developers must contact our Developer Services team prior to commencing any works on site, including trial holes, groundworks or demolition.

Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion of assets to accommodate development, will be at the applicant/developer's expense. In some circumstances, usually related to the size and nature of the assets impacted by proposals, developers may discover the cost of diversion is prohibitive in the context of their development scheme.

Where United Utilities' assets exist, the level of cover to United Utilities pipelines and apparatus must not be compromised either during or after construction and there should be no additional load bearing capacity on pipelines without prior agreement from United Utilities. This would include earth movement and the transport and position of construction equipment and vehicles.

Consideration should also be applied to United Utilities assets which may be located outside the applicant's red line boundary. Any construction activities in the vicinity of our assets must comply with our 'Standard Conditions for Works Adjacent to Pipelines' or national building standards.

The applicant or developer should contact our Developer Services team for advice if their proposal is in the vicinity of water or wastewater pipelines and apparatus. It is their responsibility to ensure that United Utilities' required access is provided within their layout and that our infrastructure is appropriately protected. The developer would be liable for the cost of any damage to United Utilities' assets resulting from their activity. See 'Contacts' section below.

- *Contacts*

For detailed guidance on water and wastewater services, including application forms and the opportunity to talk to the Developer Services team using the 'Live Chat' function, please visit : <http://www.unitedutilities.com/builders-developers.aspx>

For advice on water and wastewater services or to discuss proposals near to pipelines, email the Developer Services team as follows :-

Water mains and water supply, including metering
DeveloperServicesWater@uuplc.co.uk

Public sewers and drainage
WastewaterDeveloperServices@uuplc.co.uk
Telephone - 0345 072 6067

A number of providers offer a paid for mapping service including United Utilities. For more information, or to purchase a sewer and water plan from United Utilities, please visit <https://www.unitedutilities.com/property-searches/>

Water and sewer records can be viewed for free at our Warrington Head Office by calling 0370 751 0101. Appointments must be made in advance. Public sewer records can be viewed at local authority offices. Arrangements should be made directly with the local authority.

The position of the underground apparatus shown on asset maps is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown on the map.

We request that a copy of this letter is made available to the applicant.

ANALYSIS

Policy Principle

The application site is allocated within a Predominantly Residential Area, as defined on the UPD 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). This policy sets out a hierarchy for development of urban greenfield sites and firstly seeks to release accessible sites not designated as open space and secondly, the use of private residential gardens in accessible urban locations where proposals respond to the character of the area and

maintain good standards of amenity and privacy for the occupants of existing housing.

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

The NPPF puts additional emphasis upon the government's objective to significantly boost the supply of housing, rather than simply having land allocated for housing development. Stockport is currently in a position of housing under-supply, with 3.2 years of supply against the minimum requirement of 5 years + 20%, as set out in paragraph 74 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 Council's reduced accessibility criteria. Having regard to the continued position of housing under-supply within the Borough, the current minimum accessibility score is set at 'zero'.

In view of the above factors, the principle of residential development at a site within a Predominantly Residential Area, in an accessible and sustainable location, is considered acceptable during the current period 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.

Design, Siting and Impact on Visual Amenity

The application seeks outline planning permission for matters including layout and scale, with details of appearance and landscaping reserved for future consideration and approval.

The submitted scheme includes the siting of 1 no. detached bungalow to the Southern side garden of Number 7 Denefield Close, which comprises a semi-detached dormer bungalow within a row of four similar properties on the Eastern side of Denefield Close.

In view of the slightly staggered street scene characterised by properties on the Eastern side of Denefield Close and due to the siting of the proposed bungalow at the Southern head of the cul-de-sac, no concerns are raised to the siting of the proposed development, which would project slightly forward of the front elevation of Number 7 Denefield Close.

The submitted scheme includes 1 no. detached bungalow of single storey scale and with no accommodation proposed within the roof space. The character of the immediate area is mixed, with dormer bungalows on Denefield Close to the North, bungalows with accommodation in the roof space on Winfield Grove to the East and traditional two storey terraced houses along Compstall Road to the West and Greenbank Road to the South West. The submitted plans demonstrate that the height of the proposed bungalow would be lower than the existing property at Number 7 Denefield Close to the North by 1.3 metres. On this basis, it is considered that the height and scale of the proposed development would not result in harm to the character of the street scene or the visual amenity of the area.

Private amenity space of approximately 110 square metres would be provided to serve the proposed development and private amenity space of approximately 125

square metres would be retained to serve the existing property at Number 7 Denefield Close. This would be comfortably in excess of the required amenity space of 75 square metres for two/three bedroomed properties, as recommended by the Design of Residential Development and demonstrates that the proposal for 1 no. bungalow would not result in an unacceptable overdevelopment of the site.

In view of the above, it is considered that the layout and scale of 1 no. bungalow could be accommodated at the site without causing undue harm to the character of the street scene or the visual amenity of the area. As such, the proposal is considered to comply with Core Strategy DPD policies H-1 and SIE-1 and the Design of Residential Development SPD.

Impact on Residential Amenity

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

- 21.0 metres between habitable room windows on the public or street side;
- 25.0 metres between habitable room windows on the private or rear side;
- 12.0 metres between habitable room windows and a blank elevation, elevations with non-habitable room windows or with high level windows;
- 6.0 metres between habitable room windows and site boundaries.

In assessment of the proposal against the above required minimum privacy/separation standards, Members are advised of the following :-

- The proposed development, containing no windows in the Northern side elevation would be sited 3.7 metres from the side elevation of the adjacent property at Number 7 Denefield Close to the North, which contains no habitable room windows and is in the ownership of the applicant. The proposed development would have minimal projection beyond the original, principal, habitable room windows in the front and rear elevations of Number 7 Denefield Close. On this basis, the relationship of the proposed development to this property is considered acceptable.
- Although the proposed development would be sited close to the Southern boundary with the rear garden of the neighbouring property at 'Sunnymount', 9 Greenbank Road, no windows are proposed in the Southern side elevation facing the garden of this property. The proposed development, containing only ground floor windows in the front elevation, would be sited at an oblique angle to the windows in the Eastern elevation of this property. As such, the relationship of the proposed development to this property is considered acceptable.
- The proposed development would be sited a minimum of 9.8 metres from the Eastern boundary with and a minimum of 16.9 metres from the facing original, principal, habitable room windows of the neighbouring property at Number 1 Winfield Grove to the East. It is acknowledged that this is less than the required 25.0 metres separation/privacy distance, as defined by the Design of Residential Development SPD. However, consideration must be taken of the fact that the proposal comprises a single storey bungalow, with ground floor

windows only and no windows at first floor level or within the roof space in the Eastern elevation facing this property. On this basis, it is considered that any potential overlooking impacts from the proposed ground floor windows could be appropriately mitigated by way of the provision of a 2.0 metre high fence or alternative form of boundary treatment along the Eastern site boundary. For these reasons, the relationship of the proposed development to this property is considered acceptable and a refusal of the application on the grounds of undue overlooking and loss of privacy to this property is not considered to be sustainable at appeal.

- The proposed development would be sited a minimum of 6.0 metres from the Western boundary with and a minimum of 19.3 metres from the facing original, principal, habitable room windows of the neighbouring properties along Compstall Road to the West. It is acknowledged that this is slightly less than the required 21.0 metres separation/privacy distance, as defined by the Design of Residential Development SPD. However, and as noted above, consideration must be taken of the fact that the proposal comprises a single storey bungalow, with ground floor windows only and no windows at first floor level or within the roof space in the Western elevation facing these properties. On this basis, it is considered that any potential overlooking impacts from the proposed ground floor windows could be appropriately mitigated by way of the provision of a 2.0 metre high fence or alternative form of boundary treatment along the Western site boundary. For these reasons, the relationship of the proposed development to these properties is considered acceptable and a refusal of the application on the grounds of undue overlooking and loss of privacy to this property is not considered to be sustainable at appeal.

In view of the above, it is considered that siting and layout of 1 no. bungalow and on the basis of its single storey scale, comprising only ground floor windows, could be accommodated on the site without unduly impacting on the residential amenity of surrounding properties, by reason of overshadowing, over-dominance, visual intrusion, loss or outlook, overlooking or loss of privacy. As such, the proposal is considered to comply with Core Strategy DPD policies H-1 and SIE-1 and the Design of Residential Development SPD.

Highways Considerations

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

No objections are raised to the principle of the proposed development from the Highway Engineer, who notes 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 walking distance of a bus route, two primary schools and a number of shops and facilities; and an adequate level of car parking (two spaces) is proposed to be provided, in accordance with adopted parking standards and expected demand.

At the request of the Highway Engineer, amended plans have been submitted to address concerns raised with regard to the proposed access to the parking area, the depth of the manoeuvring area and in relation to proposed cycle parking, electric vehicle charging and bin storage provision. The amended scheme shows the provision of two car parking spaces, a new access from the end of Denefield Close, an appropriate turning/manoeuvring area within the site, an electric vehicle charging

point, a shed/cycle store and a bin storage area. The amended plans have addresses the concerns of the Highway Engineer and, on this basis, no objections are raised to the proposal.

Conditions are recommended by the Highway Engineer to require the submission, approval and implementation of a Construction Method Statement; detailed drawings of the proposed access; to secure appropriate surfacing and drainage of the proposed driveway and turning area; to secure appropriate electric vehicle charging, cycle parking and bin storage facilities; and to prevent obstruction across the vehicular access.

In view of the above, on the basis of the amended scheme, in the absence of objections from the Highway Engineer and subject to conditional control, the proposal is considered acceptable from a traffic generation, access, parking and highway safety perspective. As such, the proposal complies with Core Strategy DPD policies SD-6, SIE-1, SIE-3, CS9, T-1, T-2 and T-3, the Sustainable Transport SPD and the Transport and Highways in Residential Areas SPD.

Impact on Trees

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

The Arboricultural Officer acknowledges that existing trees on the site are not afforded protection by way of either Tree Preservation Order or Conservation Area status. As such, consideration must be taken of the fact that existing trees on the site could be effectively be removed or worked to without the requirement for consent.

The Arboricultural Officer notes that the proposed development would have a minimal impact on one fruit tree and hedges on the site. In order to prevent adverse impacts on existing trees on the site, conditions are recommended to ensure that no existing retained tree is worked to and to require the provision of protective fencing to retained trees during construction. As landscaping does not form part of the submitted outline planning application and is reserved for future consideration and approval, the imposition of a condition to require the submission, approval and implementation of a landscaping and planting scheme would not be reasonable as part of the outline planning application. Nevertheless, such a condition to secure appropriate landscaping and planting would be capable of being imposed as part of any subsequent reserved matters application.

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

Land Contamination

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

The Environmental Health Officer notes that the site has not been identified as potentially contaminated and comprises an existing garden area that has been well kept, is not in a derelict state and does not contain any garages. On this basis, the proposed residential development could be accommodated on the site without risk of land contamination, in accordance with Core Strategy DPD policy SIE-3. The

applicant will however be advised of procedures to follow should contamination be suspected, found or caused on site by way of informative.

Flood Risk and Drainage

The application site is located within Flood Zone 1, which is deemed to have the lowest risk of flooding. Core Strategy DPD policy SIE-3 states that all development will be expected to comply with the approach set out in national policy, with areas of hard-standing or other surfaces, should be of a permeable construction or drain to an alternative form of Sustainable Drainage Systems (SuDS). Core Strategy DPD policy SD-6 requires a 50% reduction in existing surface water runoff and incorporation of SuDS to manage the run-off water from the site through the incorporation of permeable surfaces and SuDS.

The detailed comments received to the application from United Utilities are contained within the Consultee Responses section above. As acknowledged by United Utilities, appropriate surface water drainage for the proposed development could be secured by the imposition of a suitably worded planning condition. This would require the submission, approval, implementation, management and maintenance of a detailed surface water drainage system for the development, which should incorporate SuDS, based on the hierarchy of drainage options identified by National Planning Practice Guidance and taking into account ground conditions. Subject to compliance with such a condition, it is considered that the proposed development could be drained in a sustainable and appropriate 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.

Developer Contributions

With regard to affordable housing, notwithstanding the requirements of Core Strategy DPD policy H-3 and the Provision of Affordable Housing SPG, the NPPF states that the provision of affordable housing should not be sought for residential developments that are not major developments (10 residential units or more). As such, on the basis of the proposal for 1 no. dwellinghouse, there is no requirement for affordable housing provision within the development.

In accordance with saved UDP policy L1.2, Core Strategy DPD policy SIE-2, the Open Space Provision and Commuted Payments SPD and the NPPG, there is a requirement to ensure the provision and maintenance of formal recreation and children's play space and facilities within the Borough to meet the needs of the residents of the development. On the basis of the population capacity of the proposed development (1 no. 2 bed roomed/3 person dwelling = 3), this would require a commuted sum payment of £4,488.00p, which would be secured by way of a Section 106 Agreement.

SUMMARY

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

The application seeks outline planning permission for the principle of residential development, access, layout and scale for the erection of 1 no. detached residential

bungalow at the site, with matters of appearance and landscaping reserved for future consideration and approval.

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

It is considered that the siting, layout and scale of the proposal for the erection of 1 no. single storey detached bungalow could be accommodated on the site without causing undue harm to the character of the street scene, the visual amenity of the area or the amenity of surrounding residential properties.

In 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, access, parking and highway safety; impact on trees; flood risk and drainage; and land contamination.

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

RECOMMENDATION

Grant.

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