

ITEM 2

Application Reference	DC/082829
Location:	135 Chester Road Hazel Grove Stockport SK7 6HD
PROPOSAL:	Proposed demolition of existing detached house and garage, and construction of 2no. three-storey, five bedroom residential properties (Use Class C3(a)), with associated parking, landscape and boundary treatments.
Type Of Application:	Full Application
Registration Date:	15.10.2021
Expiry Date:	Extension of Time
Case Officer:	Helen Hodgett
Applicant:	Mr and Mrs P and M Shelley
Agent:	LH

DELEGATION/COMMITTEE STATUS

This application is before Stepping Hill Area Committee, as representations of objection to the application have been received from the occupiers of more than 4 properties, which are contrary to the recommendation to grant planning permission.

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

DESCRIPTION OF DEVELOPMENT

Planning permission is sought for the demolition of an existing detached, four bedroom house and detached garage at 135 Chester Road, and for the construction of 2 no. three-storey, detached, five bedroom residential properties (Use Class C3(a)), with associated parking, landscape and boundary treatments.

The two proposed detached houses would each be constructed in red brick, with grey tile pitched roofs, and with a double gable and bay frontage to each house. The proposed houses would be comparable in height to neighbouring property 133 Chester Road and the existing house, as shown within the submitted contextual street scene drawings.

The ground floor accommodation in each house would comprise a living room, study, utility, WC, hallway and open plan kitchen, dining and living area to the rear. The ground floors would be 3 metres longer in terms of rearward projection than the upper floors, incorporating flat roofs over the 3-metre rearward ground floor projections, with roof lights. The windows serving the ground floor areas would be located within the front and rear elevations only, including a bi-fold door opening within the rear elevations on to an area of decking.

The first floor accommodation would include four bedrooms and a bathroom, with the rear building line set 3 metres in from the ground floor rear building line. Windows would serve the first floor within the front and rear elevations, and a window would also be provided to the proposed first floor bathroom of each house; to be located within the inner side elevations and not facing neighbouring properties 133 and 137 Chester Road.

The second floor of accommodation would be solely incorporated within the roof spaces and would only be served by roof lights located within the upper roof slopes. There would be three roof lights within the front roof slope and three roof lights within the rear roof slope of each property, as shown within the submitted plans. The second floor of each property would provide an en suite bedroom, with dressing room and storage space.

No openings are proposed within the side elevations of the proposed houses adjacent to neighbouring properties 137 and 133 Chester Road.

The side building line of Unit 1 would be located approximately 5.5m from the existing side building line of 133 Chester Road. The distance between the existing properties is currently approximately 7m. The side building line of Unit 2 would be located approximately 5m from the existing side building line of 137 Chester Road. The distance between the existing properties is currently approximately 10m.

The proposed houses would be sited forward of the front building lines of neighbouring properties 133 and 137 Chester Road. The existing house is also sited forward of the front building lines of neighbouring properties 133 and 137 Chester Road, with the front porch and two-storey bay of 135 Chester Road projecting further forward. There would be a distance of approximately 37 metres between the front building line of the existing property on the opposite side of Chester Road, 134 Chester Road, and the proposed properties.

The ground floor rear building lines of Units 1 and 2 would be located approximately 22m from the original rear building lines of 10 and 12 Shepley Close. There would be in excess of 25m between the rear building lines of the upper floors of Units 1 and 2 and the original rear building lines of 10 and 12 Shepley Close. The distance between the original building lines of the properties is currently approximately 25.6m.

The proposed houses would each have a bounded curtilage to the front, sides and rear. The front curtilage would utilise the existing two vehicular accesses via Chester Road and incorporate visibility splays. The front curtilage would include hard and soft landscaping, including permeable hard surfacing. Off street parking would be provided for 2 cars per property within the front curtilages, with covered and secure cycle parking and segregated refuse and recycling bin storage to the side elevations.

Each property would have a rear bounded garden area, with boundary treatment, including access gates, located to the sides of the properties, to prevent unrestricted access to the rear. The rear garden areas would each have soft and hard landscaped areas, including decking from the rear bi-fold doors.

The rear curtilages/amenity areas would measure: Unit 1 = 124 square metres and Unit 2 = 119 square metres. It is proposed to retain the boundary treatment to the rear boundary with Shepley Close, including the mature landscaping. A 1.8 metre high fence is proposed to be installed to the side boundary with 137 Chester Road.

SITE AND SURROUNDINGS

This application relates to 135 Chester Road, which comprises an existing detached, four bedroom, red brick and red rosemary roof tile traditional house, with gable bay frontage and feature chimney stacks, located within a mature bounded curtilage to the front, side and rear, including a detached garage/storage building to the rear, and off-street parking, with two vehicle and pedestrian accesses via Chester Road.

The application site is located within a Predominantly Residential Area, as regards the Council's development plan. The site is located within Flood Zone 1 of the Environment Agency's mapping (low risk).

135 Chester Road is located within an urban residential environment, surrounded on all sides by other residential houses of differing architectural styles and of differing scales and designs, but with properties generally set within landscaped and bounded curtilages, including off-street parking.

Application property 135 Chester Road is located to the northern side of adjacent detached two-storey property 137 Chester Road, which is smaller in height and more modern than 135 Chester Road. To the other side of 135 Chester Road, is located detached traditional, two-storey house, 133 Chester Road, which is of similar height to 135 Chester Road. These properties, located to either side of the application property, have existing window openings within the side elevations at ground and first floors, which serve either WC/bathrooms/non habitable rooms, or are secondary habitable room windows.

Detached two-storey houses 10 and 12 Shepley Close are located to the rear of the application property, due east. 10 Shepley Close has been extended by way of a two-storey side extension and a rear single-storey extension. 12 Shepley Close includes an original rear projecting single-storey garage.

On the opposite side of Chester Road, due west, are located other two-storey residential properties, including 134 Chester Road.

The application can be appreciated from viewing the submitted existing and proposed drawings, together with supporting documents.

POLICY BACKGROUND

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

The Development Plan includes-

- Policies set out in the Stockport Unitary Development Plan Review adopted 31st May 2006 which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004; &
- Policies set out in the Stockport Local Development Framework Core Strategy Development Plan Document adopted 17th March 2011.

Saved policies of the SUDP Review

<https://www.stockport.gov.uk/topic/current-planning-policies>

EP1.7 – Development and Flood Risk

EP1.9 – Safeguarding of Aerodromes and Air Navigation Facilities

L1.2 – Children’s Play

MW1.5 – Control of Waste from Development

LDF Core Strategy/Development Management policies

<https://www.stockport.gov.uk/topic/current-planning-policies>

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

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

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

CS9: TRANSPORT AND DEVELOPMENT

CS10: AN EFFECTIVE AND SUSTAINABLE TRANSPORT NETWORK

T-1: Transport and Development

T-2: Parking in Developments

T-3: Safety and Capacity on the Highway Network

Supplementary Planning Guidance

Supplementary Planning Guidance does not form part of the Statutory Development Plan; nevertheless it does provide non-statutory Council approved guidance that is a material consideration when determining planning applications. Relevant Supplementary Planning Documents (SPD) include the following.

<https://www.stockport.gov.uk/topic/current-planning-policies>

The [Design of Residential Development SPD \(PDF 462Kb\)](#) provides applicants for planning permission with a clear indication of expectations. It also helps Development Control make consistent decisions on planning applications in relation to residential developments.

The [Open Space Provision and Commuted Payments SPD \(PDF 1.5Mb\)](#) provides applicants seeking planning permission for housing with advice on what the requirements will be for providing open space. If a payment is required, you can download our [calculating tool \(XLSX 22Kb\)](#) to work out how much you would need to pay.

National Planning Policy Framework

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

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

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

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.

<https://www.gov.uk/government/collections/planning-practice-guidance>

RELEVANT PLANNING HISTORY

Reference: DC/079797; Type: FUL; Address: 135 Chester Road, Hazel Grove, Stockport SK7 6HD; Proposal: Proposed demolition of existing detached house and garage, and construction of 3no. three-storey, five bedroom residential properties (Use Class C3(a)), with associated parking, landscape and boundary treatments. Withdrawn 07-JUN-21.

NEIGHBOUR'S VIEWS

In order to give publicity to this application, a Site Notice was posted adjacent to the site. The occupiers of nearby properties have also been consulted in writing by individual letter regarding this application.

A subsequent further consultation of neighbours and contributors was carried out by letter in March 2003 in respect of the receipt of amended plans.

To date, representations raising objections have been received from the occupiers of 5 neighbouring properties; the grounds of concern relate to the following: -

- The development will dominate existing neighbouring properties, by reason of the greater height, proximity, scale and massing of proposed built form, with a much bigger visual impact than the existing property. The houses are too big for the plot.
- The majority of neighbouring properties are smaller in scale than those proposed, including in terms of height. Proposed development will not appear in keeping with the character and appearance of the street scenes, and will be overbearing, to the detriment of amenity. Properties along Chester Road are typically characterised by large plots with larger spacing between dwellings.
- Other development, including 155 and 116 Chester Road, has been carried out sympathetically to the 1930's character of the area.
- Proposal is over development of the site, as per section 11 of the NPPF.
- The unacceptable density will directly and significantly affect existing surrounding houses.
- There will be a reduction in garden land within the site, the houses will be sited closer to the rear, front and sides of the site than the existing, and the windows within the proposed houses will directly overlook the existing surrounding properties to detrimentally affect the privacy of the occupiers within their house and garden areas.
- Potential for balconies upon the flat roof of the ground floor to further impact upon privacy.
- Deeds specify a 15 yard minimum frontage.
- There will be an increase in noise from two larger properties to the detriment of amenity and wellbeing of residents.
- A significant loss of light to existing properties will be caused by the development, with overshadowing from the proposed development, accentuated by a fall in levels towards the rear (approx. 5-10 degrees). This will be to the detriment of residential amenity and well being.
- There will be a loss of existing open aspect and views with the development.
- Property will be devalued.
- There are habitable room windows within the side elevations of neighbouring properties that would be affected, contrary to the Council's development plan. The minimum distance should be 12/15 metres between the side elevation of the proposed houses and the habitable room windows within the neighbouring properties ("The Design of Residential Development SPD").

- Insufficient car parking provision is included, which will result in more vehicles parking on Chester Road, which will result in highway safety issues. Chester Road already has horrendous parking issues, with access to and from driveways compromised. Noise and air pollution will result from additional vehicles.
- Proposed garden sizes are deficient and not in keeping with usual garden to house ratios within the locality. Insufficient space for planting to reduce effects of carbon dioxide. Insufficient space for garden storage buildings.
- Current property is an annual nesting site for migrating swallows.
- There will be an increase to waste and foul water, which will only add to the current sewers/drainage system problems, which United Utilities are constantly addressing. Hard surfacing to the frontage would create drainage issues.
- The application is inaccurate, including measurements, and therefore, unreliable. The development would actually be closer to our property than shown within the submitted plans.
- Similar properties in Woodford have not readily sold, illustrating a lack of demand or necessity for this scale of property.
- This proposal will create profit at the expense of local residents.
- Demolition and construction would detrimentally impact upon amenity for a considerable length of time to the detriment of the health of residents.
- Demolition and construction vehicles will detrimentally impact Chester Road in terms of traffic flow and access, with highway safety implications, including for pedestrians, including school pupils.
- Concern regarding site contamination uncovered within the Geo-Environmental Assessment.
- Boundary treatments are oppressive and will result in overshadowing and loss of amenity.
- House to the rear of the application site has been further extended since this application was submitted. House is now 3,800mm closer to the application site. This has not been taken into account in the submission.

CONSULTEE RESPONSES

SMBC Highways – The proposal replaces a single dwelling with two detached dwellings. Each has off street vehicle parking to meet SMBC policy requirements. The development has good access to public transport. Satisfied that the

development will not result in any significant detrimental impact on the operation of the local highway.

No objection subject to conditions regarding:

- Appropriate visibility splays are shown to be provided at each side of the driveways; recommend that a condition be applied to any approval securing their retention.
- No gates across driveways.
- Agreement of details by condition for implementation of driveway/hardstanding surfacing and drainage, to demonstrate compliance with sustainable drainage policies that limit discharge of surface water to public system.
- EV charging and covered and secure cycle storage to be provided for each dwelling.

Informatives to be included within the decision notice regarding implementation of measures to ensure avoidance of mud/detritus upon the highway and advice as regards discharging highways related conditions.

SMBC – EHO Environmental Quality – No objection.

There are no significant transportation or other noise sources in close proximity to the site therefore, no noise mitigation conditions are deemed necessary.

Recommend informatives regarding the demolition and construction phases, as regards hours of work, dust management and any piling.

SMBC – EHO Land Contamination – The submitted report recommends a Phase 2 site investigation be undertaken. A gas investigation is not required. Recommend conditions be imposed upon the planning approval in relation to the agreement and carrying out of site investigation, any required remediation and subsequent verification.

United Utilities (UU) – Recommend the site should be drained on a separate system, with foul draining to the public sewer and surface water draining in the most sustainable way.

In the absence of a detailed drainage plan, it is recommended that a drainage condition is included in the planning approval.

Condition: A detailed proposed sustainable surface water drainage scheme for the site, with adherence to the drainage hierarchy options in the NPPF, with evidence of an assessment of local conditions, and including maintenance proposals, is required to be submitted for approval and implemented, in accordance with local and national policy.

SMBC Nature Development – A sufficient level of ecology survey work has been carried out to inform determination of the application. No bats were recorded to be roosting within the property and so the proposed works are considered to be of very low risk to roosting bats. Bats can be highly cryptic in their roosting behaviour however and can sometimes roost in seemingly unlikely places. As a precautionary measure it is therefore recommended that an informative is attached to any planning consent granted so that the applicant is aware of the 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 cease and a suitably experienced ecologist contacted for advice.

No vegetation clearance/demolition works should take place between 1st March and 31st August inclusive, unless a competent ecologist (or otherwise suitably qualified person) has undertaken a careful, detailed check of vegetation/buildings for active birds' nests immediately before (no more than 48 hours before) vegetation clearance/roof works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site.

Ecological conditions can change over time. In the event that works have not commenced within two years of the 2022 survey (i.e. by May 2024) then update survey work will be required by a suitably experienced ecologist and following best practice survey guidelines prior to commencement of works, so that any changes the ecological baseline can be fully assessed and mitigation amended as required. This can be secured via condition

Mitigation is required for the loss of potential bird nesting habitat on site and this can be mitigated for through the provision of bird boxes on new buildings and retained mature trees. Details of the proposed type, number and location of nesting boxes to be provided should be submitted to the LPA for review (can be conditioned). A minimum of two bird nesting boxes should be provided. These should be integrated or if externally mounted boxes are used, these should be woodstone/woodcrete.

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

Biodiversity enhancements are expected as part of developments in line with local (paragraph 3.345 of the LDF) and national planning policy (NPPF). This should include provision of bat roosting facilities. As a minimum it would be expected that at least one bat box will be provided per new dwelling (total 2). Integrated boxes are available (such as Habibat 003 boxes recommended within the bat survey report) and these are preferred as they are long-lasting and less likely to be interfered with. This can be secured via condition.

The submitted plans show provision of close-boarded fencing between plots. It is advised that native species hedgerows are planted to demark plot boundaries to increase habitat connectivity through the site. Where the use of close-boarded fencing is unavoidable, gaps should be provided at the base (130mm x 130mm, minimum one gap per elevation) to maintain access for wildlife, such as hedgehogs.

Landscape planting should be maximised and comprise a range of wildlife-friendly species (locally native where possible). Tree planting within the site would also be

expected to increase biodiversity benefits. This can be secured via an appropriately worded landscape condition.

SMBC Arboriculture – There are no legally protected trees upon the site. Conditions to be imposed upon a planning approval regarding submission and implementation of a detailed landscape scheme, and tree protection measures for retained and proposed planting.

ANALYSIS

Principle

Housing:

The National Planning Policy Framework (NPPF) emphasises the government's objective to significantly boost the supply of housing. Stockport MBC is currently in a position of housing under-supply, with 3.2 years of supply against the minimum requirement of 5 years with appropriate buffer.

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

The NPPF establishes within paragraph 11 that there is a presumption in favour of sustainable forms of development, and that development should be approved without delay unless 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.

Regarding 'windfall sites,' potentially such as this application site, paragraph 69 of the NPPF establishes that "Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should...

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

Policy CS2 of the core strategy, which relates to housing provision, states that "a wide choice of quality homes will be provided to meet the requirements of existing and future Stockport households. The focus will be on providing new housing through the effective and efficient use of land within accessible urban areas, and making the best use of existing housing." The policy also underlines that in order to make best use of existing housing stock, development should safeguard the residential amenity of housing, and protect "the character and quality of predominantly residential areas."

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

property prices and by increasing owner occupation in areas of predominantly social rented housing.

Core Strategy policy CS4, regarding distribution of housing, directs new housing towards three spatial priority areas (The Town Centre, District and Large Local Centres and, finally, other accessible locations).

Core Strategy 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 proposed houses are proposed to be 'market housing.' There is no requirement for the units within this 2 unit scheme to be specifically affordable, pursuant to Core Strategy policy H3 and relevant policies of the NPPF, with the properties to be available upon the open market.

It is confirmed that the application proposes a windfall development of residential units within a Predominantly Residential Area, within a relatively accessible urban location, which is supported in principle by policies, including the above.

Amenity

NPPF and Core Strategy policies, as outlined above, confirm that there is a presumption in favour of sustainable forms of housing development to meet identified demand. Policies support high quality, well-designed development that is in keeping with the character and appearance of the locality, and development that provides a high standard of amenity for existing and future occupiers.

The NPPF in paragraph 124 establishes that planning decisions should support development that makes efficient use of land, taking into account (amongst other factors), the identified need for different types of housing, the desirability of maintaining an area's prevailing character and setting (including residential gardens) or of promoting regeneration and change, and the importance of securing well-designed, attractive and healthy places.

Paragraph 126 of the NPPF emphasises that "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."

Paragraph 130 of the NPPF advocates that developments "should ensure 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;
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

Paragraph 134 of the NPPF specifically states that “Development that is not well designed should be refused.”

The NPPF also states that “para. 185. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

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

Policy H-1 of the Core Strategy regarding design of residential development advocates high quality standards of design, responding to the character of the local area, with good standards of amenity, privacy, safety/security and open space for the occupants of new housing, with amenity and good privacy standards maintained for existing occupiers, with guidance provided within the Council’s Supplementary Planning Document – “The Design of Residential Development.”

Policy SIE-1 ‘Quality Places’ of the Core Strategy states that specific account should be had of matters of design, including, materials; the site’s context in relation to surrounding buildings and spaces; ensuring the safety and security of users; provision, maintenance and enhancement (where suitable) satisfactory levels of access, privacy and amenity for future, existing and neighbouring users and residents; and the potential for a mixture of compatible uses to attract people to live, work and play in the same area, facilitating and encouraging sustainable, balanced communities.

Design and Residential Amenity of Adjacent Occupiers:

The locality of the application site, including Chester Road and Shepley Close, includes a variety of architectural styles of housing development, including differing scales and designs of development, but with most properties set within bounded landscaped curtilages, with off-street parking.

It is assessed that the proposed houses would appear in keeping with the mixed character and appearance of the locality and street scenes, due to the proposed

design, siting, scale and detail in context, pursuant to policies including the above design and amenity policies.

The houses would not exceed the height of houses within the street scene, including neighbouring 133 Chester Road; would not appear as three-storey properties, due to the use of the roof space with roof lights for the third floor bedroom; would incorporate traditional architectural features of the street scene, with, for example, bay frontages and pitched roofs; and would incorporate bounded landscaped curtilages with off-street parking, including side curtilages providing separation between built form.

The houses would be set further forward of the building line of neighbouring properties, however, this is not considered to be significant and would not result in the properties appearing out of keeping with the character and appearance of the street scene, due to the negligible distance; the siting and design of the double bay gable frontages, introducing relief and interest, the separation between built form to the sides of the development; and the significant length of the front curtilage from Chester Road.

Conditions would be required in order to agree the details of the materials/products of external construction, boundary treatments and the hard and soft landscaping, in the interests of amenity and the appearance of the development in context, pursuant to the above local and national policies.

It is assessed that the proposed development would not unduly detrimentally impact the residential amenities of the occupiers of neighbouring residential properties, in terms of privacy, overshadowing or outlook, due to the proposed siting, design, scale, details, orientation and context of the scheme, pursuant to Core Strategy policies including, H-1 'Design of Residential Development' and SIE-1 'Quality Places,' together with relevant policies of the NPPF.

The Council's 'Design of Residential Development' SPD guidance advocates, in the interests of spaciousness and privacy, a distance of:

- 12 metres between habitable room windows and a blank elevation;
- 25 metres between habitable room windows on the private or rear side of dwellings;
- 21 metres between habitable room windows on the public or street side of dwellings.
- 6 metres between new habitable room windows and the site boundary.

(For 3+ storeys add 3 metres per storey to the above distances).

Relationship with properties on opposite side of Chester Road to 135:

The proposed houses would be sited forward of the front building lines of neighbouring properties 133 and 137 Chester Road. The existing house is also sited forward of the front building lines of neighbouring properties 133 and 137 Chester Road, with the front porch and two-storey bay of 135 Chester Road projecting further forward. There would be a distance of approximately 37 metres between the front building line of the existing property on the opposite side of Chester Road, 134 Chester Road, and the proposed properties.

The distance between the proposed houses and the houses on the opposite side of Chester Road, including 134 Chester Road, would exceed the above SPD policy, and whilst the outlook from properties including 134 Chester Road would alter, it is considered that the proposed houses would not be unduly oppressive

in terms of scale and massing, and would not detrimentally affect privacy, or result in undue overshadowing for houses on the opposite side of Chester Road, pursuant to Core Strategy policies including, H-1 'Design of Residential Development' and SIE-1 'Quality Places,' together with relevant policies of the NPPF.

This is given the proposed houses would be in keeping with the character and appearance of the street scene; would be located a significant distance from properties on the opposite side of Chester Road, to the east; the front of the properties have existing public views; and there are window openings within the front elevations of the existing houses.

Relationship with properties either side of 135 Chester Road:

The proposed houses would be located closer to the side elevations of neighbouring adjacent properties 133 and 137 Chester Road, would be sited forward of the front building lines of 133 and 137 Chester Road, and the built form of the proposed houses would be greater in terms of overall scale and massing than the existing property.

Application property 135 Chester Road is located to the northern side of adjacent detached two-storey property 137 Chester Road, which is smaller in height and more modern than 135 Chester Road. To the other side of 135 Chester Road is located detached traditional, two-storey house, 133 Chester Road, which is of similar height to 135 Chester Road.

It is considered that the location, scale and massing of the proposed houses would not have an unduly detrimental impact upon the residential amenities of the occupiers of 133 and 137 Chester Road, in terms of overshadowing, privacy or outlook, and that the scheme would accord with the Council's 'Design of Residential Development' SPD guidance, pursuant to Core Strategy policies including, H-1 'Design of Residential Development' and SIE-1 'Quality Places,' together with relevant policies of the NPPF.

133 and 137 Chester Road, located to either side of the application property, have existing window openings within the side elevations at ground and first floors, however, these windows serve either WC/bathrooms/non habitable rooms, or are secondary habitable room windows. It is considered there would remain acceptable separation between the side elevations of the proposed houses and 133 and 137 Chester Road, with gaps of approximately 5-5.5 metres proposed between these building lines, for there to not be undue overshadowing or an unduly oppressive outlook for 133 and 137 Chester Road.

No openings are additionally proposed within the side elevations of the proposed houses facing 133 and 137 Chester Road to impact upon privacy.

Boundary treatment is proposed to a height of 1.8 metres upon the area of the boundary between 137 and 135 Chester Road. It is not considered that this would result in undue overshadowing or an unduly oppressive outlook for 137, given the proposed height and location of the treatment, together with the nature of the openings within the side elevation of 137. Planning permission is additionally not required for boundary treatments of up to 2 metres in height not adjacent to a highway.

It is considered that the negligible forward projection of the proposed houses, together with the separation distances between the sides of the properties, would result in there not being undue overshadowing or an unduly oppressive outlook for 133 and 137 Chester Road from the forward projection of built form.

The proposed houses would not exceed the rear building lines of 133 and 137 Chester Road, with the proposed houses including a single-storey rear element, in similarity to 133 and 137 Chester Road.

Relationship with properties to rear of 135 Chester Road:

The proposed houses would be located closer to the rear boundary of the site than the existing house, the built form of the proposed houses would be greater in terms of overall scale and massing than the existing property, and there would be habitable room windows within the rear elevations of the proposed houses.

It is considered that the location, scale and massing of the proposed houses, and the inclusion of habitable room windows within the rear elevations, would not have an unduly detrimental impact upon the residential amenities of the occupiers of Shepley Road, in terms of overshadowing, privacy or outlook, and that the scheme would accord, on balance, with the Council's 'Design of Residential Development' SPD guidance, pursuant to Core Strategy policies including, H-1 'Design of Residential Development' and SIE-1 'Quality Places,' together with relevant policies of the NPPF.

Detached two-storey houses 10 and 12 Shepley Close are located to the rear of the application property boundary, due east. 10 Shepley Close has been extended by way of a two-storey side extension and a rear single-storey extension. 12 Shepley Close includes an original rear projecting single-storey garage.

The rear elevations of the proposed houses would be located well in excess of the 6 metres from the site boundary advocated within the Design of Residential Development SPD; there being a proposed gap of approximately 12 metres from the bi-fold doors within the rear-projecting ground floor of the proposed houses and the rear site boundary.

The ground floor rear building lines of proposed Units 1 and 2 would be located approximately 22m from the original rear building lines of 10 and 12 Shepley Close. There would be in excess of 25m between the rear building lines of the upper floors of Units 1 and 2 and the original rear building lines of 10 and 12 Shepley Close. The distance between the original building lines of the properties is currently approximately 25.6m.

The Design of Residential Development guidance does advocate 25 metres between habitable room windows on the private or rear side of dwellings, whereas 22 metres is proposed between the ground floor rear elevation and the original rear building lines of 10 and 12 Shepley Close.

It is not considered that the ground floor being 3 metres closer than advocated would result in undue harm to the amenities of the occupiers of Shepley Close, in terms of privacy, overshadowing or outlook, given the built form would be negligibly closer, single-storey with a flat roof, and therefore, easily screened from wider outlook by boundary treatment and landscaping.

It should also be noted, in terms of the balance of harm, that it would be possible to extend the existing house with a single-storey rear extension of 4 metres in projection and height, without planning permission, subject to adherence to the relevant legislation.

The proposed houses do include three storeys of accommodation and the Design of Residential Development guidance does advise that for 3+ storeys, 3 metres per storey should be added to the separation distances. It is considered that in this case, there is sufficient separation with the proposed provision of in excess of 25m between the rear building lines of the upper floors of Units 1 and 2 and the original rear building lines of 10 and 12 Shepley Close.

As advised above, there is a third storey of accommodation, however, the third floor would be solely incorporated within the roof spaces and would only be served by roof lights located within the upper roof slopes. There would be three roof lights within the front roof slope and three roof lights within the rear roof slope of each property, as shown within the submitted plans. The second floor of each property would provide an en suite bedroom, with dressing room and storage space.

Concern has been expressed that the proposed houses would be located too close to habitable rooms within a single-storey extension to a house to the rear, (which has also been recently further extended), with resultant harmful impacts upon the residential amenities of the occupiers. It is confirmed it is considered that there would be appropriately acceptable separation between the proposed houses and the extended house. It is the case that the extension or alteration of one house should not necessarily preclude another development, and guidance within the Design of Residential Development SPD has been applied and considered appropriately.

As advised within the Council's SPD guidance regarding extensions and alterations to dwellings, the Council will, for example, not normally protect privacy to windows to non-habitable rooms, secondary, high level and obscure windows, or where windows have been added to the original dwelling under permitted development rights.

Other amenity matters:

It is considered that the proposed development would not have an undue impact upon the amenities of the occupiers of existing neighbouring properties in terms of noise and disturbance from activity associated with the use of the residential development, pursuant to amenity policies. This is given the urban residential setting, the compatible residential character of the proposed houses with the setting, and the scale of the development of two houses in place of one house, with commensurate noise and disturbance.

The impact of the development upon air pollution is considered unlikely to be significant, pursuant to policies including SIE-1 and SIE-3, with the site not being located within an Air Quality Management Area (AQMA); a demolition and construction management plan to be required to be submitted for agreement and implementation by condition; and the uplift in the occupation of the site being increased by one residential household.

Conditions would be required in mitigation to remove usual Householder Permitted Development rights, including for further extensions and additional

openings to the proposed houses, along with a condition precluding the creation of first floor balconies, in the interests of residential amenity, pursuant to amenity policies including, H-1 and SIE-1.

A condition regarding the agreement of boundary treatments, and the installation of approved boundary treatments, including gates, is required, in the interests of amenity and security, pursuant to policies including, SIE-1 and H-1.

Occupiers' amenity:

With regard to the level of residential amenity future occupants of the proposed apartments would enjoy, future occupants would be provided with adequate living space, with light and outlook from their habitable room windows, with access to an external amenity area, with segregated refuse and recycling provision, and a range of travel modes to access shops, schools, services and amenities.

The SPD recommends 100 square metres of private amenity space per unit, to the rear, for 4/5 bed housing, which would be exceeded within the proposed development, with Unit 1 including 124 square metres and Unit 2 including 119 square metres.

The site is also well located for Blair Close Local Equipped Area of Play (LEAP). In terms of open space and formal sport provision, Core Strategy DPD policy SIE-2 and the Open Space Provision and Commuted Payments SPD, identify the importance of open space and children's play facilities to meet the needs of the community, and a requirement to include provision for recreation and amenity open space either on-site or off-site, together with formal sports provision. A commuted sum would be required regarding these policies and the SPD, in connection with the enhancement and maintenance of local open space and formal sport provision, payable as part of a Section 106 Legal agreement (S.106).

Highways

Policy CS9 of the core strategy states that the Council will require that development is located in locations that are accessible by walking, cycling and public transport. Policy T1 reiterates this requirement, with this policy setting out minimum cycle parking and disabled parking standards.

Policy T2 of the core strategy states that developments shall provide car parking in accordance with maximum car parking standards for each type of development as set out in the existing adopted parking standards, stating that developers will need to demonstrate that developments will avoid resulting in inappropriate on street parking that has a detrimental impact upon highway safety or a negative impact upon the availability of public car parking.

Policy T3 of the core strategy states that development which will have an adverse impact on the safety and/or capacity of the highway network will only be permitted if mitigation measures are provided to sufficiently address such issues. It also advises that new developments should be of a safe and practical design, with safe and well-designed access arrangements, internal layouts, parking and servicing facilities.

Para 111. of the National Planning Policy Framework (NPPF) states “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

The Highways Engineer has assessed the application and is satisfied with the proposed development, subject to the imposition of conditions. It is considered the proposal would accord with Core Strategy policies including, CS9, T1, T2 and T3 of the Stockport Core Strategy, saved UDP policy MW1.5 – Control of Waste from Development, together with the National Planning Policy Framework (NPPF), including paragraph 111.

The proposal would replace a single dwelling with two detached dwellings. Each dwelling would have off street vehicle parking to meet SMBC policy requirements, with 2 vehicle spaces provided per dwelling, together with covered and secure cycle parking provision. The development has good access to public transport. It is assessed that the development would not result in any significant detrimental impact on the operation of the local highway, subject to conditions regarding the following, pursuant to the above Highways policies.

Appropriate visibility splays are shown to be provided at each side of the driveways. A condition would be required to be applied to any approval securing their retention, along with a condition prohibiting gates across driveways.

A condition to be imposed regarding the agreement of details for implementation of driveway/hardstanding surfacing and drainage, to demonstrate compliance with sustainable drainage policies that limit discharge of surface water to public system.

EV charging and covered and secure cycle storage would be required to be provided for each dwelling, to be secured by condition.

It is considered appropriate for a condition requiring details for the sustainable management of demolition and construction to be submitted for approval prior to the commencement of the development, pursuant to amenity and highways policies, including SIE-1 and T-3. This would include details to be agreed and implemented regarding, for example, deliveries, storage, parking and dust management.

Informatives to be included within the decision notice regarding implementation of measures to ensure avoidance of mud/detritus upon the highway and advice as regards discharging highways related conditions.

Ecology

Policy SIE-3, which relates to protecting, safeguarding and enhancing the environment, states that the Borough’s biodiversity shall be maintained and enhanced, with planning applications being required to keep disturbance to a minimum and where required identify mitigation measures and provide alternative habitats to sustain at least the current level of population.

A sufficient level of ecology survey work has been carried out to inform determination of the application. No bats were recorded to be roosting within the property and so the proposed works are considered to be of very low risk to roosting bats. Bats can

be highly cryptic in their roosting behaviour however and can sometimes roost in seemingly unlikely places.

As a precautionary measure it is therefore, recommended that an informative is attached to any planning consent granted, so that the applicant is aware of the 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, including birds. If at any time during works, evidence of roosting bats (or any other protected species) is discovered on site, works must cease and a suitably experienced ecologist contacted for advice.

It is assessed that the proposed development would accord with policy SIE-3 and relevant policies of the NPPF, provided mitigation measures, as outlined below, are imposed and achieved by condition.

Biodiversity Enhancements are expected as part of developments in line with local and national planning policy (NPPF). Enhancement measures should be detailed on a Landscape and Biodiversity Enhancements Plan and submitted to the LPA for review, and would be expected to include:

- Provision of 2 bat and 2 bird roosting and nesting facilities within the development. Boxes should preferably be integrated or be made from woodstone/woodcrete for greater longevity.
- Submission and implementation of a detailed landscape scheme, and tree protection measures for retained and proposed planting. Landscape planting should be maximised and comprise a range of wildlife-friendly species (locally native where possible). Tree planting within the site would also be expected to increase biodiversity benefits.
- Any solid or close board boundary / fencing to incorporate gaps (130mmx130mm) to maintain habitat connectivity for wildlife (e.g. hedgehogs).

Ecological conditions can change over time. A condition is required to be imposed to cover the event that if works have not commenced within two years of the 2022 survey (i.e. by May 2024), then update survey work will be required by a suitably experienced ecologist, and following best practice survey guidelines prior to commencement of works, so that any changes the ecological baseline can be fully assessed and mitigation amended as required.

Any proposed lighting should be sensitively designed so as to minimise impacts on wildlife associated with light disturbance (following the principles outlined in Bat Conservation Trust guidance:

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

Airport Safeguarding

The development accords with airport safeguarding considerations, pursuant to policies including EP1.9 – Safeguarding of Aerodromes and Air Navigation Facilities and SIE-5: Aviation Facilities, Telecommunications and other Broadcast Infrastructure, due to the design, scale and siting of the development.

Energy Efficiency

Building Regulations set new minimum standards for fabric efficiency and energy efficiency, and it is the responsibility of the developer to comply with relevant building regulations standards, which sit outside of planning requirements.

Pursuant to energy policies, including Core Strategy Policy SD-3, the Energy Statement submitted in support of the development is acceptable, on the basis the proposed dwellings would be built to the most recent standards required by Building Regulations.

The level of detail within the submission is acceptable and a reasonable approach is made to setting out a suitable strategy to managing energy within the development.

Drainage

Whilst located in Flood Zone 1, which is low risk for flooding from rivers, the development would need to incorporate appropriate sustainable surface water management.

Policy SD-6 of the Core Strategy states that all development will be required to incorporate Sustainable Drainage Systems (SuDS), so as to manage the run off of water from the development. In order to ensure compliance with this policy, along with saved UDP policy EP1.7 – ‘Development and Flood Risk,’ a condition would be required to be imposed, requiring the submission and approval of an appropriate surface water drainage system prior to the commencement of development, to be then implemented and maintained.

Land contamination

The proposed development site has been identified as potentially contaminated within the submitted supporting document. The submitted report recommends a Phase 2 site investigation be undertaken.

Pursuant to Core Strategy policy SIE-3 and the relevant policies of the NPPF, conditions would be required to be imposed upon the planning approval in relation to the agreement and carrying out of the site investigation work prior to the commencement of development, and the agreement and carrying out of any required remediation and agreement of any subsequent verification.

Other matters

The accuracy of the submitted drawings and information has been queried, as reported above. This matter has been accordingly raised with the agent/architect. The agent/architect confirms that the submission is accurate, with the drawings reliant upon the O.S. plan. It is confirmed that this is considered usual and appropriate.

It is confirmed that Deeds are covered by separate legislation to Planning legislation, and, as such, would need to be satisfied, as applicable, as a separate matter.

Impacts upon views and the value of property, along with the realisation of profit, are not material planning considerations to the assessment of this planning application, as established within the Council's development plan, the NPPF and associated guidance.

CONCLUSIONS

The realisation of an additional residential unit would make a small, but nonetheless valuable, windfall contribution, within an urban area of mixed tenure, to addressing the shortage of new housing in Stockport.

The development would be of acceptable quality, would be located within an acceptably accessible location, and would constitute a sustainable form of development.

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

RECOMMENDATION

Grant, subject to conditions and a S.106 Legal Agreement in relation to the "Open Space Provision and Commuted Sum Payments SPD" and relevant planning policies.