

Werneth Area Committee

10th March 2025

DEVELOPMENT APPLICATIONS

Report of the Deputy Chief Executive

ITEM 1

DC086648

SITE ADDRESS

Former Springlynn Foundry, Manor Road, Woodley,
Stockport, SK6 1RT

PROPOSAL

Erection of 10 No. dwellinghouses with associated access, parking, landscaping, cycle/bin storage, and boundary treatments.

INFORMATION

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

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

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ITEM 1

Application Reference	DC/086648
Location:	Former Springlynn Foundry Manor Road Woodley Stockport SK6 1RT
PROPOSAL:	Erection of 10 No. dwellinghouses with associated access, parking, landscaping, cycle/bin storage, and boundary treatments.
Type Of Application:	Full Application
Registration Date:	13.10.2022
Expiry Date:	20.02.2025 (Extension of time agreed)
Case Officer:	Mark Jordan
Applicant:	Mr Paul Battersby
Agent:	Coda Studios

DELEGATION/COMMITTEE STATUS

Planning & Highways Regulations Committee – Departure to the Development Plan.

DESCRIPTION OF DEVELOPMENT

The application proposes a residential development of 10 No. dwellings at the site of the former Springlynn Foundry on Manor Road in Woodley.

The application site comprises three separate parcels of land, referred to as Plots A, B and C. Plot A is sited to the Eastern side of the site, to the East of Manor Road. This plot formerly housed the main foundry building which has since been demolished. Plot B is sited to the Western side of the site, to the West of Manor Road and sits alongside the Peak Forest canal. This previously housed industrial, commercial and storage buildings, which have all since been demolished. Plot C is to the North West of the site and sits in between Manor Road and Manor View. This plot also housed industrial, commercial and storage buildings and a single storey outbuilding remains on this plot.

The application proposes 10 No. new dwellings with associated car parking and landscaping. Plot A will consist of an arrangement of 7 dwellings, 6 semi-detached and 1 detached dwelling. Plot B would contain two semi-detached dwellings. Plot C would comprise a single detached bungalow.

The existing properties along Manor Road are a mix of detached, semi-detached and terraced properties, predominantly of red brick with grey tiled roofs. The proposed dwellings are of traditional design and would be two storey, apart from the single bungalow. Properties would be constructed of red brick with grey tiled roofs. The

properties within plot A would be two storey with further accommodation at roof level with dormers to the front and rear.

The proposed dwellings within Plot A would have parking spaces to the front, with access taken directly from Manor Road itself. These properties would all have private gardens and bin stores to the rear. The two properties within Plot B would have private gardens to the rear and bin store areas to the site. Parking to these properties would be provided within a designated area to the North of this plot with access taken directly from Manor Road. The proposed bungalow within Plot B would have a private garden area to the side, along with bin store and parking spaces. Access to this plot would again be taken directly from Manor Road.

The application is supported by the following documents:

Tree Survey Report
Updated Design and Access Statement
Groundtech Preliminary Environmental Risk Assessment
Flood Risk Assessment and Drainage Strategy
Updated Planning Statement
Heritage Statement
Noise Assessment
Preliminary Ecological Appraisal and Roost Assessment
Energy Statement
Transport Statement
Stage 1 Road Safety Audit

SITE AND SURROUNDINGS

The site is located on Manor Road in Woodley and comprises a former industrial site at 'Springlynn Foundry', which is now vacant. The majority of the buildings have been demolished and the site cleared.

The site surroundings are predominantly residential in nature, comprising mainly traditional two storey terraced properties on Manor Road to the North East, South and South West and on Hyde Road to the South East. More modern residential development is sited to the North West of the site. The Peak Forest Canal lies to the West of the application site.

The UDP Proposals Map identifies the site as being within a Predominantly Residential Area. Plot B falls within the Peak Forest Canal Conservation Area and also within the Tame Valley Landscape Character. The Peak Forest Canal to the West of the site is designated as a Site of Biological Importance and Green Chain.

POLICY BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications and appears 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 site is allocated with a Predominantly Residential Area, as defined on the Proposals Map of the adopted Stockport Unitary Development Plan Review. Areas of the site also fall within the Peak Forest Canal Conservation Area and within the Tame Valley Landscape Character Area. The Peak Forest Canal to the West of the site is designated as a Site of Biological Importance and Green Chain. The following local plan policies are therefore relevant:-

Saved UDP policies

- LCR1.1 LANDSCAPE CHARACTER AREA
- LCR1.1A THE URBAN FRINGE INCLUDING THE RIVER VALLEYS
- EP1.7 DEVELOPMENT AND FLOOD RISK
- EP1.10 AIRCRAFT NOISE
- NE1.2 SITES OF NATURE CONSERVATION IMPORTANCE
- NE3.1 : PROTECTION AND ENHANCEMENT OF GREEN CHAINS
- HC1.3 : SPECIAL CONTROL OF DEVELOPMENT IN CONSERVATION AREAS
- L1.1 LAND FOR ACTIVE RECREATION
- L1.2 CHILDREN'S PLAY
- L1.10 CANALS AND DISUSED RAILWAYS
- MW1.5 CONTROL OF WASTE FROM DEVELOPMENT

Core Strategy DPD policies

- CS1 OVERARCHING PRINCIPLES: SUSTAINABLE DEVELOPMENT – ADDRESSING INEQUALITIES AND CLIMATE CHANGE
- SD-1 CREATING SUSTAINABLE COMMUNITIES
- SD-3 DELIVERING THE ENERGY OPPORTUNITIES PLANS – NEW DEVELOPMENT
- SD-6 ADAPTING TO THE IMPACTS OF CLIMATE CHANGE
- CS2 HOUSING PROVISION
- CS3 MIX OF HOUSING
- CS4 DISTRIBUTION OF HOUSING
- H-1 DESIGN OF RESIDENTIAL DEVELOPMENT
- H-2 HOUSING PHASING
- H3 AFFORDABLE HOUSING
- CS7 ACCOMODATING ECONOMIC DEVELOPMENT
- AED6 EMPLOYMENT SITES OUTSIDE OF EMPLOYMENT AREAS
- 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

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

National Planning Policy Framework

The National Planning Policy Framework (NPPF) December 2024, sets out the Government's planning policies for England and how these are expected to be applied.

The NPPF provides a framework within which locally-prepared plans can provide for housing and other development in a sustainable matter. It should be read as a whole and is a material consideration in the decision making process.

The relevant paragraphs in this case are as follows:-

Introduction - Paras 1, 2

Chapter 2: Achieving Sustainable Development – Paras 7, 8, 10, 11, 12

Chapter 4: Decision-Making – Paras 39, 48, 56 - 59

Chapter 5: Delivering a sufficient supply of homes – Paras 61, 62, 63-66, 73,

Chapter 6. Building a strong, competitive economy – Para 85

Chapter 8: Promoting healthy and safe communities – Paras 96, 103

Chapter 9: Promoting Sustainable Transport – Paras 109, 110, 115, 116, 117

Chapter 11: Making Effective Use of Land – Paras 124, 125, 129, 130

Chapter 12: Achieving Well-Designed Places – Paras 131, 135, 136, 137, 139

Chapter 14: Meeting the Challenge of Climate Change, Flooding and Coastal Change – Paras 161-164, 181, 182

Chapter 15: Conserving and enhancing the natural environment – 187, 193, 196

Chapter 16: Conserving and enhancing the historic environment – 202, 207, 208, 210, 212, 213, 214 and 215

Annexe 1: Implementation: 231, 232

Planning Practice Guidance

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

RELEVANT PLANNING HISTORY

- DC074096 : Residential re-development comprising seven dwellings : Withdrawn – 25/11/2019.

- DC054278 : Erection of a bungalow : Granted – 31/01/2014.

NEIGHBOUR'S VIEWS

The application has been publicised by way of site and press notices and the occupiers of neighbouring properties were also notified in writing of the proposal.

1 letter of support has been received stating the following reasons:-

- Current site is unsightly, unsafe, a breeding ground for vermin, overgrown and an eyesore, teenagers trespass on the land and there are no safety precautions in place, road is in a poor state of repair. If application is granted it would improve the area immensely, would be pleasant to overlook and would be less risk of vermin
- There is a lack of affordable housing in the area – so this would be an advantage
- The development would result in conversion of the land to a useful and beautiful space

1 letter of comment has been received:-

- Letter states no objection to the principle of the development. However, concern is raised to the level of parking provided on the development. Culvert on the site should be maintained or repaired.

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

- Design and volume of buildings is excessive and not in keeping with the area of period properties
- Parking will be a problem – the current on street parking situation is excessive, there are limited on street parking options and there is no spare capacity, only 1 space is allocated per household which is not sufficient. The parking survey is incorrect and additional parking could not be accommodated
- Fire and ambulance services should have clear access
- Areas of the site flood several times a year. Adequate drainage must be considered
- Not enough space would be provided in between dwellings – new buildings should not intrude on older properties
- There are mature trees and wildlife on the site which will be affected
- Noise and disruption during construction will spoil the tranquil area
- Number of dwellings should be reduced to allow for sufficient parking and more green space

CONSULTEE RESPONSES

Highway Engineer

No objection subject to conditions and Traffic Regulation Order (TRO) - payment secured by S106 agreement.

Environmental Health - Noise

No objection subject to conditions.

Environmental Health – Contaminated Land

No objections received. Conditions required relating to site investigations relating to contamination and remediation if required.

Conservation Officer

No objections to amended scheme. Condition recommended relating to submission of schedule of materials.

Nature Development Officer

Suitable landscaping will be required to ensure that adjacent designated habitats along the canal are adequately protected. The indicative landscaping shown on the plans is limited. A condition would be required to secure detailed landscaping and biodiversity gains.

Design for Security

No objection. Layout issues raised within Crime Impact Statement should be addressed. Condition should be imposed relating to physical security measures.

Canal and River Trust

No objection. Conditions recommended relating to protection of assessment and stabilising of canal wall and other canal protection measures.

Drainage (LLFA)

Further information is required with regard to an acceptable drainage scheme. Further source control is required including green SuDS.

United Utilities

Robust evidence has yet to be provided to demonstrate that the drainage hierarchy has been thoroughly investigated. Updated drainage details are required and a condition is recommended.

Arboricultural Officer

No objection subject to conditions

Coal Authority

The site does not fall within the defined development high risk area and is located within the defined development low risk area. The Coal Authorities Standing Advice should be added as an informative.

GMAAS

The proposed development does not threaten the known or suspected archaeological heritage. As such, there is no requirement to impose any archaeological requirements upon the applicant.

ANALYSIS

Policy Principles

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

Core Strategy policies seeks to protect employment sites outside of designated employment areas (AED-6). On sites such as this, proposals for redevelopment of employment sites which result in the loss of that use will not normally be permitted unless it can be demonstrated that the site is no longer viable as an employment use, that the proposal will not affect the operations of neighbouring premises, that the loss of employment land will not lead to significantly longer journeys to work patterns and that the development does not conflict with other policies. Whilst it is acknowledged that the site has previously been used for employment purposes, the site has been cleared and has been derelict since around 2018. Given that the land is currently not in use, is designated on the UDP proposals map as a Predominantly Residential Area and is surrounded by residential properties, it is considered that the use of the land for a residential development would be the most appropriate use of the land, in accordance with policy AED-6 of the Core Strategy DPD.

Following the publication of the updated standard method for calculating housing need published by government in December the current housing land supply position is currently established as 1.77 years.

The level of supply was considered as part of the Gatley Golf Club appeal decision where the inspector recognised that the level of supply is very significantly below the five year deliverable supply position that local authorities should be able to demonstrate.

The requirements of NPPF para 11d continue to apply to decision-making (the tilted balance). This means that applications for residential development should be approved unless the application of policies relating to areas or assets of particular importance (defined in footnote 7 of the NPPF) provide a strong reason for refusing the development proposed, or if any adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the NPPF as a whole, with particular regard to directing development to sustainable locations, making effective use of land, securing well-designed places and/or providing affordable homes.

Paragraph 73 of the NPPF outlines that small to medium sized sites can make an important contribution to meeting housing requirements and that Local Planning Authorities should support the development of windfall sites, giving great weight to the benefits of using existing sites, within existing settlements, for new homes. Additionally, para 124 of the NPPF states that decision making should promote an effective use of land in meeting the need for homes. Furthermore, para 125 (d) states that development should promote and support the development of under utilised land, especially if this would help to meet identified needs for housing.

NPPF on housing delivery

In situations of undersupply 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'.

The application proposed the residential development of a brownfield site in an accessible urban area and will not only meet an identified need in terms of the accommodation proposed but will also assist in reducing the very significant under supply of housing. The proposal therefore accords with Core Strategy policies CS2, CS3, CS4 and H2 together with Chapter 5 of the NPPF.

Design, Siting and Impact on Visual Amenity and Heritage Assets

Policy LCR1.1 states that development should be constructed of materials appropriate to the landscape character area in which it is located and should also be accommodated without adverse effect on the landscape quality of the particular character of the area. Policy HC1.3 states that development should not be permitted unless the siting, design and materials are sympathetic to the site and surroundings and that the proposals safeguard features which contribute to the character or appearance of the conservation area. Core Strategy policy H1 requires that the design of new development should be to a high standard, respond to the townscape and landscape character of the local area, reinforcing or creating local identity in terms of layout, scale and appearance. Policy CS8 welcomes development that is designed and landscaped to a high standard and which makes a positive contribution to a sustainable, attractive, safe and accessible built and natural environment. This position is supported by policy SIE-1 which advises that specific regard should be paid to the use of materials appropriate to the location and the site's context in relation to surrounding buildings (particularly with regard to height, density and massing of buildings). These principles align with Para 131 of the NPPF states that good design is a key aspect of sustainable development along with Para 135 which states that development should be sympathetic to local character and take into account the surrounding built environment and landscape setting. In line with Para 208 of the NPPF, where a development would lead to less than substantial harm, account should be taken in considering the impact on a proposal on a heritage asset. Furthermore, account should be taken with regard to sustaining the significance of heritage assets, in line with Para 210.

Plot B to the West of the site and Manor Road are located within the Peak Forest Canal Conservation Area. The key aspects of this conservation area are buildings and structures relating to the canal and its industries, constantly changing views which are narrow in urban areas and its role as a wildlife corridor. The detached bungalow to the North of the site and the detached / semi-detached dwellings to the East of the site are located outside of the conservation area boundary.

The existing properties along Manor Road are a mix of detached, semi-detached and terraced properties, predominantly of red brick with grey tiled roofs. The proposed dwellings are of traditional design and would be two storey, apart from the single bungalow. Properties would be constructed of red brick with grey tiled roofs. The properties within plot A would be two storey with further accommodation at roof level with dormers to the front and rear.

The two semi-detached properties to the East of the site would be sited to the back edge of the footway with Manor Road. This would reflect the siting of the existing properties to the Western side of Manor Road and would ensure that private amenity space can be provided to the rear of the dwellinghouses. Consideration must be

taken of the established building line of properties to the Western side of Manor Road. These properties are located within the Peak Forest Canal Conservation area. No concern is raised to the principle of residential development at this site in the form and layout proposed. The site is a former industrial site and it is considered that the development would have a neutral impact on the special character and appearance of the conservation area and its setting.

The properties to the Eastern side of Manor Road would have parking spaces to the front and private amenity space to the rear. This would be similar to a number of the existing properties to the South of the site on the Eastern side of Manor Road. The street scene elevation submitted to support the application demonstrates a lower ridge height than properties to the North and higher than those properties to the South. This provides a visually acceptable staggered appearance within the street scene. The design of these dwellings, comprising dwellinghouses of two storey scale with accommodation in the roof space with both front and rear dormers is considered acceptable.

A previous application for a detached bungalow on Plot C was granted in 2014 and the siting of a bungalow on this smaller corner plot is considered appropriate.

In view of the fact that Manor Road street-scene is relatively mixed, no concerns are raised to the general design of the proposed dwellings. The properties are of traditional design, with pitched roofs and materials which are considered appropriate and in keeping with the existing surrounding property. Suitably worded planning conditions would be imposed to secure appropriate matters of detail. Care would be taken to ensure appropriate materials of external construction, hard and soft landscaping, boundary treatment and bin storage, particularly with regard to the siting of Plot B within the conservation area. The height and design of the proposed dwellings responds to the built form within the surrounding area and would, as a whole, respect the scale, massing and form of existing nearby properties sited both within and outside of the Peak Forest Canal Conservation Area. It is considered that the development of the site would have a neutral impact on the special character and appearance of the conservation area and its setting.

Core Strategy Policy CS3 states that away from central, town centre locations, as the proportion of housing decreases, housing densities over around 40 dph are desired.

It is considered that the density of the proposed development at 40 dwellings per hectare is policy compliant, having regard to the location as defined by Core Strategy DPD policy CS3. On this basis, the density of development proposed would not result in an unacceptable over-development of the site. Additionally, it is considered that the proposed development would reflect properties within the immediate vicinity and would not detract from the character and appearance of the conservation area, which in this location is characterised by narrow, urban views around earlier canal related buildings. As such, the proposal is considered to be in accordance with saved UDP policies LCR1.1 and HC1.3 and Core Strategy DPD policies SIE-1 and SIE-3 and Chapter 16 of the NPPF.

Impact on Residential Amenity

Core Strategy policy H1 requires that good standards of amenity and privacy should be provided for the occupants of new and existing housing. Additionally, policy SIE-1 states that satisfactory levels amenity and privacy should be maintained for future and existing residents. Para 135 of the NPPF also confirms that development should create places with a high standard of amenity for existing and future users.

The consideration of amenity extends to future occupiers of the development as well as occupiers of the existing neighbouring properties.

In terms of the relationship of the proposed development to neighbouring properties, the Design of Residential Development SPD provides guidance in respect of minimum separation and privacy standards that should be retained between proposed development and neighbouring residential properties. The required minimum separation/privacy distances for proposed single 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;
- For 3+ storeys, add 3.0 metres per storey to the above distances.

A distance of 12 metres would be retained between the front elevation of No. 16 and the Southern end of the plot at plot 1 containing non-habitable room windows. In terms of the relationship of the proposed development to neighbouring properties, the proximity of plot No. 1 to the existing property at No. 16 Manor Road is noted. However, habitable room windows to the front of the proposed dwelling are sited towards the Northern end of the front elevation and would therefore not provide direct views towards the habitable room windows within the front elevation of No. 16. Furthermore, the siting of the dwellings at Plots 1 and 2 respect the established building line to the Western side of Manor Road.

The separation distances between the rear elevations of the properties at plots 4 to 10 to the Eastern side of Manor Road and existing dwellinghouse sited to the East of the site along Hyde Road would comply with the recommended separation distances as outlined above. The original scheme proposed 11 dwellings. One property has been deleted to the North Eastern edge of the site in order to ensure no unacceptable overshadowing or loss of outlook to No. 20 Manor Road to the North West of the site. Adequate separation distances would be provided between plots 9 and 10 and habitable room windows within the front elevation of the existing dwelling No. 11b Manor Road. On this basis, it is considered that the proposed development could be accommodated on the site without causing undue harm to the residential amenity of surrounding properties, by reason of overshadowing, over-dominance, visual intrusion, loss of outlook, overlooking or loss of privacy. As such, the proposal is considered to comply with Core Strategy DPD policies SIE-1 and H-1 and the Design of Residential Development SPD and Chapter 12 of the NPPF.

All properties would benefit from private amenity space. Plots 1 and 2 would benefit from a minimum of 40 square metres, whilst properties to the eastern side of the site would benefit from at least 55 square metres per dwelling. It is acknowledged that the amenity space for several of the dwellings would fall below the recommended 75 square metres for 2/3 bed houses or 100 square metres for 4/5 bed houses. This is a result of the site constraints in terms of the existing road layout, parking requirements and a requirement to ensure that the siting of the proposed development respects the established, defined frontages/building lines along Manor Road. Whilst the amount of amenity space does fall short of the guidance, it is considered that the proposed development maximises the use of the site in an appropriate manner and will afford the future occupiers with an acceptable level of private amenity space, contributing to a quality form of development.

In terms of the impact on crime, the development will bring a currently vacant site back into use and provide additional activity, surveillance and overlooking to the area. The proposed dwellings would front onto the street and would generally be served by in-curtilage/off road parking spaces, resulting in good levels of surveillance from and of dwellings and parked vehicles.

In view of the above, it is considered that the quantum, density, siting, size, scale, height and design of the proposed development could be accommodated on the site without causing undue harm to the residential amenity of the area. As such, the proposal is considered to comply with Core Strategy DPD policies H-1, CS3 and SIE-1 and the Design of Residential Development SPD and Chapters 8 and 12 of the NPPF.

Noise Issues

Policy SIE3 of the Core Strategy together with paragraph 135 of the NPPF seeks to ensure that development does not result in unacceptable levels of pollution in terms of dust and noise both for existing properties and future occupiers of the site. A noise impact assessment has been submitted and has been reviewed regarding noise levels both from aircraft and road traffic. The report recommends noise mitigation measures to ensure that future occupants are not adversely affected by transportation noise sources. These mitigation measures are considered appropriate and will be secured by a suitably worded condition. Additionally, conditions would be imposed to secure the submission, approval and implementation of a Construction Environmental Management Plan which has regard to noise mitigation measures and dust management during construction in order to protect existing occupiers of properties around the site. As such, subject to the conditions outlined, the development is considered to be compliant with policy SIE3.

Highways Considerations

A Stage 1 Road Safety Audit with designers response, and Transport Statement have been submitted in support of the application.

The site is located within an existing residential area and is sited approximately 0.2 miles from Woodley Location Centre. As such, the development is within reasonable walking distance of Woodley Local Centre, Woodley Train Station, a leisure centre, medical centre, bus route, primary school and various other shops and services. Additionally, there is both pedestrian and cycle access to the site. Nearby bus stops are served by a frequent service and Woodley Train Station is served by an hourly service.

The scheme proposes one parking space with EV charging point, plus a cycle store/shed are proposed to be provided for each dwelling. A number of objections have been received referencing the level of parking proposed and the issues experienced in the area. However, having regard to the Councils adopted parking standards, which require a maximum of 2 spaces per dwelling, the level of parking proposed is in line with the adopted parking standards. The proposal is likely to result in a maximum of 3 or 4 cars being parked on street. The parking survey submitted, which was carried out over 3 days, including a Sunday evening, demonstrates that at peak times, 13 car parking spaces are available on Manor Road. As such, it is considered that the expected car parking generated by the development could be accommodated on street without causing safety issues or having a detrimental impact on residential amenity. As such, the proposal is considered to be compliant with Core Strategy DPD policy T-2.

With regard to servicing, the dwellings would be serviced from Manor Road in the same way as other residential properties along the road and that adequate room is proposed to provide bin storage for each plot. Is it considered that these arrangements are acceptable.

Doors and ground floor windows to properties within plot B would need to open into the building so as not to impact on highway safety. However, this issue can be dealt with by condition.

Since the initial submission, amendments have been made to the carriageway width within the site, along with the introduction of parking restrictions. As a result of these provisions, is it considered that there would be sufficient access and manoeuvring along Manor Road. Signage and dropped kerbs are also proposed in order to accommodate pedestrian movements around the site. Adequate pedestrian visibility would be provided by way of visibility splays being provided at each access point. Furthermore, the siting of some boundary walls has been amended to accommodate the turning of refuse vehicles and further visibility of pedestrians.

Conditions to secure the submission, approval and implementation of a Construction Method Statement; to require the submission, approval and implementation of a scheme to provide details with regard to demolition and construction timescales, traffic management, construction access management and other elements, the submission of details relating to construction of access to each plot, no gates obstructing vehicle accesses, construction of highway improvement works, provision of car parking facilities, cycle parking and charging points, approval and implementation of details relating to drainage connections, front door canopies and inward opening doors and windows on plots 1 and 2.

In view of the above and subject to conditional control, the proposal is considered acceptable from a traffic generation, access, parking and highway safety perspective. On this basis, the proposal is considered to comply with Core Strategy DPD policies SD-6, SIE-1, SIE-3, CS9, T-1, T-2 and T-3, Chapter 9 of the NPPF, the Transport and Highways in Residential Areas SPD and the Sustainable Transport SPD.

Impact on Trees

Trees within the site are generally low amenity, self-seeded trees which have grown following clearance of the site. Whilst the proposed development would have a negative impact on these low amenity trees within the site an enhanced planting scheme would be required to ensure additional landscaping to offset any loss of trees within the site. Therefore, subject to the implementation of a condition requiring the submission and approval of a landscaping, such loss could be appropriately mitigated from a visual amenity and biodiversity perspective. Further conditions are to be imposed in order to ensure that no existing retained tree is worked to and to require the provision of protective fencing to retained trees during construction.

In view of the above, 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 and Chapter 15 of the NPPF.

Impact on Protected Species and Ecology

The site is located immediately adjacent to the Peak Forest Canal Site of Biological Importance (SBI), which is also designated as Green Chain. A preliminary Ecological Appraisal report has been submitted to accompany the application and an Extended Phase 1 habitat survey has been carried out.

The existing site is dominated by hardstanding with scattered scrub and trees. Much of the site has already been cleared, aside from one remaining building within plot C, which is scheduled for demolition. No potential bat roosting features were recorded within trees on the site or from an external survey of the remaining building on the site. Furthermore, no roosting features were found within the wall which borders the canal. However, the canal does offer good foraging habitat for bats. Furthermore, the canal has the potential to support riparian species such as otter and water vole. In view of this, it is important that disturbance to the canal is avoided (e.g. via implementation of sensitive construction measures and sensitive lighting scheme).

In view of the scrub habitats which currently exist on site, precautionary measures will be required during vegetation clearance works, particularly with regard to protection of hedgehog. There is no evidence of, or significant potential for any other protected species was recorded during the survey. No non-native invasive species were recorded during the ecology survey. From the submitted information, it appears that one of the mature ivy-clad trees requires removal from the site and it is advised that any tree felling should be felled using soft fell methods.

The proposal is not subject to mandatory Biodiversity Net Gains (BNG) as the application was submitted prior to the introduction of these requirements. Nonetheless, the Council's ecologist has assessed the proposals and biodiversity enhancements will be secured by way of an appropriately worded condition. Conditions will be imposed requiring the submission, approval and implementation of a Construction and Environmental Management Plan to help adequately protect wildlife and retained habitats, plus submission of lighting details, tree protection measures, details of biodiversity enhancements and measureable gains and also the submission of a detailed landscaping plan. Additionally, an updated ecology survey will be required prior to the commencement of any works, as the original survey was carried out more than 2 years ago.

It is considered that, subject to the submission of a detailed landscaping plan, that the proposal would result in an improvement to the biodiversity of the site.

In view of the above, on the basis of the submitted information and subject to conditional control, the proposal is considered acceptable in terms of its impact on protected species, biodiversity and the ecological interest of the site, in accordance with Core Strategy DPD policies CS8 and SIE-3 and Chapter 15 of the NPPF.

Land Contamination

An Environmental Risk Assessment has been submitted in support of the application. Given the former industrial use of the site there is the potential for contamination to be present. An intrusive site is required, which would be secured by way of the imposition of suitably worded conditions, which would be applied as a phased approach, to require the submission, approval and implementation of an investigation, risk assessment, remediation scheme, remedial action and validation report into contamination and landfill gas at the site and the provision of measures to prevent landfill gas migration into the

development. Subject to compliance with such conditions, it is considered that the occupants of the proposed development would not be at risk from land contamination or landfill gas migration, in accordance with Core Strategy DOD policies CS8 and SIE-3 and chapter 15 of the NPPF.

Energy Efficiency

An Energy Statement has been submitted in support of the application, to confirm that energy efficiency measures would be incorporated within the fabric of the building, in order to comply with current Building Regulations. With regard to low and zero carbon technologies, the use of energy efficient windows and doors, low water use taps and sanitaryware, air source heat pumps to provide heating and hot water, mechanical ventilation within heat recovery are proposed to be incorporated within the proposed development. As such, the submitted Energy Statement is compliant with the requirements of Core Strategy DPD policy SD-3 and Chapter 14 of the NPPF.

Coal Mining Legacy

The site lies within an area defined as Development Low Risk Area. On this basis the development would not be at risk from coal mining legacy, in accordance with Core Strategy DPD policy SIE-3. The applicant will however be advised that the site lies within an area where coal mining activity has taken place and procedures to follow should coal mining features be encountered during development, by way of informative.

Impact on Peak Forest Canal

The Peak Forest Canal is located adjacent to the Western boundary of the application site.

Plot B would contain a pair of semi-detached properties with rear elevations facing the canal. Construction work in close proximity to the canal has the potential to adversely affect its structural integrity. In order to ensure that the wash wall is protected during construction, a survey should be undertaken to identify any strengthening works required prior to any works being carried out, which can be secured by appropriately worded conditions.

In view of the above, and subject to the imposition of appropriately worded conditions, the proposal is considered acceptable in terms of its impact on the adjacent Peak Forest Canal, in accordance with saved UDP policies HC1.3 and L1.10 and Core Strategy DPD policies CS8, SIE-1 and SIE-3 and Chapter 16 of the NPPF.

Flood Risk and Drainage

The application site is within flood zone 1, which is deemed to have the lowest risk of flooding. A flood risk assessment report has been submitted to support the application. At the time of report preparation, an acceptable surface water drainage strategy has yet to be agreed. The applicant has however confirmed their commitment to the delivery of a SuDS compliant drainage scheme and discussions are ongoing with regard to the precise nature of the scheme. For the purposes of this planning application, officers are satisfied that matters of implementation of a SuDS compliant drainage scheme can be the subject of conditional control. Such a condition would prevent any development

commencing, other than demolition and site clearance, until such time that an agreed drainage solution is reached.

In view of the above, subject to the agreement of the drainage scheme/subject to the imposition of a suitably worded conditions, it is considered that the proposed development could be drainage 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 and Chapter 14 of the NPPF.

Developer Contributions

With regard to affordable housing provision, the site falls within an area where Core Strategy DPD policy H-3 seeks affordable housing provision on sites providing 15 dwellings or more. On this basis, and in view of the current proposal for 10 dwellings, there is no requirement for affordable housing provision for this particular scheme.

In accordance with saved UDP policy L1.2, Core Strategy DPD policy SIE-2, the Open Space Provision and Commuted Sum Payments SPD, 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 proposed development (8 No. 3 bedroom / 4 person dwellings, 1 No. 4 bedroom / 5 person dwellings and 1 No. 2 bedroomed / 3 person dwelling = 40), this would require a commuted sum payment of £59,840. In this instance, the application has been supported by an economic viability appraisal, which seeks to demonstrate that the development would not be viable should the full commuted sum be required, but that the scheme could contribute a sum of £20,000. The submitted viability appraisal has been reviewed and it is agreed that the proposal would not be viable should the full commuted sum be required and that the proposed sum of £20,000 is acceptable in this instance, having regard to the viability appraisal. This would be secured by way of a Section 106 agreement. Additionally, a payment of £7,500 to fund a traffic regulation order would also be secured.

SUMMARY

At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 11 of the NPPF requires a presumption in favour of sustainable development, supported by footnote 8 of the NPPF. This states that where there is a shortfall against the required five-year housing supply, the policies which are the most important for determining planning applications are out of date. Noting that the Council is in a very significant position of housing under supply, the development plan in this respect is considered to be out of date. Having regard to para 11 this means that planning permission should be granted unless either:

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

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

In response to 11d(ii) the only adverse impact is that arising from a small undersupply of amenity space within the development. The development would however comprise an appropriate use of this brownfield site meeting an identified housing need and would be of a size, scale and height appropriate to the streetscene and locality. There would be no harm to residential amenity, conditions of safety, protected species, biodiversity or trees. The imposition of conditions will also ensure that the development is acceptable in relation to crime prevention, pollution and drainage. It is not considered that the adverse impacts would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework as a whole. As such and in accordance with para 11, planning permission should be approved.

Having regard to the current position of housing under-supply within the borough it is considered that the principle of residential development within this previously developed, brownfield and within a predominantly residential area location is wholly appropriate.

It is considered that the siting, scale, height, density and design of the proposed development could be successfully 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 accessibility, traffic generation, parking and highway safety; impact on trees; impact on protected species and ecology; flood risk and drainage; land contamination; and energy efficiency.

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 requirement 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 and a traffic regulation order.