

<b>Application Number</b>	<b>16/00349/FUL</b>
<b>Proposal</b>	<b>Erection of 3no. 2.5 storey dwelling houses with parking and garden areas</b>
<b>Site Location</b>	<b>Former sits of 2-10 East Street, Audenshaw</b>
<b>Applicant</b>	<b>Middex UK Ltd, 20 Ravenoak Drive, Manchester</b>
<b>Recommendation</b>	<b>Approve</b>

## REPORT

### **1.0 SITE & SURROUNDINGS**

- 1.1** The application site is currently a vacant grassed piece of amenity land and was historically the site of a row of terraced properties. To the north of the site is an electricity sub-station beyond which is a block of maisonettes. Approximately 400 metres to the north is Guide Bridge train station.
- 1.2** The site fronts onto East Street which has two storey residential properties along its eastern side. To the west is the rear of a car showroom, now vacant, which fronts onto Guide Lane linking Ashton town centre to the north with Audenshaw and Denton centres to the south. The area is predominantly residential in character.

### **2.0 PROPOSAL**

- 2.1** The application is for full planning permission for the erection of a row of three 2.5 storey dwelling houses each having one off street car parking space and private gardens. Living accommodation is included within the roof space with a modest sized rear dormer having a pitched roof and ridge below the main ridge.
- 2.2** The properties will be brick built with slate roof of gabled design and would front onto East Street. The development has been set back approximately 1 metre from East Street and it is proposed to construct a 600mm brick wall along the sites eastern boundary with East Street separating the plots front amenity space from the public highway. A 1.8 metre high timber close boarded fence will be erected around the remaining boundary of the site and also between each plot.
- 2.3** Car parking would be provided with a single driveway alongside the gable of plot 1 to the north with two parallel spaces serving plots 2 and 3 alongside the southern gable of the row.

### **3.0 PLANNING HISTORY**

- 3.1** There is no planning history for this site.

## **4.0 RELEVANT PLANNING POLICIES**

4.1 Tameside Unitary Development Plan (UDP) Allocation  
Unallocated

### **4.2 Tameside UDP**

#### **Part 1 Policies**

1.3 Creating a Cleaner Greener Environment

1.4 Providing More Choice and Quality of Homes

1.5 Following the Principles of Sustainable Development

1.6 Securing Urban Regeneration

1.12 Ensuring an Accessible, Safe and Healthy Environment

#### **Part 2 Policies**

H2 Unallocated Sites

H4 Type, Size and Affordability of Dwellings

H10 Detailed design of Housing Developments

C1 Townscape and Urban Form

OL4 Protected Green Space

MW11 Contaminated Land

### **4.3 Other Policies**

Residential Design Supplementary Planning Document.

National Planning Policy Framework. (NPPF)

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

Planning Practice Guidance (PPG)

This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report, where appropriate.

## **5.0 PUBLICITY CARRIED OUT**

As part of the assessment of the application 24 notification letters were sent out to neighbouring properties on the 25<sup>th</sup> April 2016.

In addition a General Site Notice was posted on site on the 26<sup>th</sup> April 2016.

## **6.0 RESPONSES FROM CONSULTEES**

Head of Environmental Services – Highways has no objections subject to conditions regarding car parking being provided before occupation of the plots and details of the dropped crossing.

Head of Environmental Services – Environmental Protection has no objections subject to conditions regarding hours of construction and details of facilities for the storage and collection of refuse and recyclable materials.

## **7.0 SUMMARY OF 3<sup>rd</sup> PARTY RESPONSES RECEIVED**

- 7.1 Four letters of objection have been received and are summarised below;
- development will pose a serious road safety issue with there already being insufficient parking
  - there is no room for lorries or building vehicles to enter East Street with very little turning around space
  - trees have been cut down from the site
  - development will result in loss of light and loss of privacy.
  - applicants live abroad so how will they be contacted by residents with their issues
  - concerned heavy goods and delivery vehicles will damage the road surface (East Street).
  - is there any restriction on what hours and days the site will be open
  - large vehicles will not be able to access street
  - will be changes to the current available parking which will be reduced.
  - no other properties have driveways and this will not be in keeping with the current visual theme of the street.
  - one parking space will not be sufficient.

An objector has requested the application is considered at Speakers Panel.

- 7.2 Councillor Warren Bray has confirmed no objections.

## **8.0 ANALYSIS**

- 8.1 The key issues in deciding this application are;

- 1) The Principle of the Development
- 2) Layout and Design
- 3) Highways and Access

### **Principle of Development**

- 8.2 Section 38 of the Planning and Compulsory Purchase Act 2004, states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Consideration will also be necessary to the appropriate weight to be afforded to the development plan following the publication of the National Planning Policy Framework. Paragraphs 208 - 219 of the NPPF sets out how its policies should be implemented and the weight which should be attributed to the UDP policies. Paragraph 215 confirms that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. At the heart of the NPPF is the presumption in favour of sustainable development.
- 8.3 The site is unallocated within the UDP proposals map and consequently policy H2 is relevant. Unless other considerations take precedence, the Council would permit the redevelopment of previously developed land for residential use where these are not specifically allocated for the purpose in the development plan. The site is located within an established residential area and its redevelopment constitutes the effective re-use of previously-developed land. The site is within an accessible location with easy links to both bus and train travel and close to many facilities provided by Audenshaw centre to the south and a local primary school to the west. It is also considered the development is sustainable being within an established residential area.
- 8.5 The site provides incidental open space with no formal facilities with its contribution to the wider community limited to a visual open amenity space rather than serving a functional purpose. It is considered this open space is not “demonstrably special to the local community and holds a particular local significance”, as defined by paragraph 77 of the NPPF as reasons to include and retain land as open space. The retention of the site solely for the purpose of limited amenity value for residents immediately adjacent would represent the inefficient use of land within the urban area and would not comply with the Core Principles of NPPF. In addition, UDP policy OL4 does allow for exceptions of development on Protected Green Space where the “retention of the site as green space is not necessary and the site has no special significance to the interests of sport and recreation” In this instance it is considered there is sufficient amenity space given the number and type of greenspaces within easy reach of the site and in particular the Tame Valley to the east and open amenity space to the south. Given the sites limited amenity value and historically being previously developed, it is considered some development could be justified and would comply with paragraph 77 of the NPPF and UDP policy OL4 and therefore would be acceptable in principle.
- 8.6 The redevelopment of this site will deliver quality homes and a development that conforms to policies within the Tameside UDP and accords with the NPPF core principles. In overall terms the principle of developing the site for residential use is therefore considered acceptable.

## **Layout Scale and Design**

- 8.7 The layout of the site provides adequate sized private amenity space with off street car parking and, following amendments being made to the scheme after its initial submission, each plot has now been set back from back of footway to reflect more closely the general layout of the existing properties on East Street.
- 8.8 Each house has an accommodation size of 77 square metres of floor space, which is considered to be an acceptable size for three bed properties and is in accordance with SPD policy RD18. The design of the houses, materials proposed to be used in the external finishes and proposed boundary treatments are considered to be acceptable and in keeping with the area. The provision of the dormers to the rear will maintain the integrity of the street scene with only a roof light to the street elevation with the development in compliance with SPD policy RD2 and UDP policy C1.
- 8.9 The spacing between the proposed and existing houses complies with SPD policy RD5 designed to prevent undue over-looking and over-shadowing of neighbouring properties.
- 8.10 The dwellings will be of a similar scale to neighbouring properties and will maintain the style of a traditional terrace row which is common for the area. The design, appearance and layout of the development conform to the requirements of the Residential Design SPD, UDP Policy H10 and Section 6 and 7 of the NPPF and is therefore acceptable.

## **Highways and Access**

- 8.11 Whilst the development will provide one off-street car parking space for each house, given the sites accessibility, this is considered to be acceptable. The location is within approximately 30 metres walking distance of local bus services along Guide Lane to the west and approximately 400 metres from Guide Bridge railway station to the north.
- 8.12 The Head of Environmental Services – Highways has raised no objections and the parking arrangements and access are considered acceptable and in compliance with UDP Policy H10 and T10 and the Residential Design SPD.

## **9.0 CONCLUSION**

- 9.1 The proposed development complies with local and national planning policies and would contribute to the Borough's housing land requirement whilst redeveloping a site that is currently vacant.
- 9.2 The development would not have any undue impact on local residents by reason of overlooking or loss of amenity and is within a highly accessible location. The development is therefore considered acceptable and recommended for approval.

## **RECOMMENDATION –**

**To grant planning permission subject to the conditions set out below:**

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.
2. The development hereby approved shall be carried out in accordance with the following approved plans numbered 371P-3.01, 371P-3.02 received on 11<sup>th</sup> April 2016 and amended drawing numbered 371P-2.01 dated 10<sup>th</sup> May 2016.
3. All external hard surfaces within the development shall be constructed of porous material or else provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the development.
4. Prior to the occupation of the development, the car parking indicated on the approved plan shall be provided and thereafter kept unobstructed and available for its intended purpose. The car parking areas shall be maintained and kept available for the parking of vehicles at all times.
5. During construction, no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.
6. Development shall not commence until the following information has been submitted in writing and written permission at each stage has been granted by the Local Planning Authority.
  - i) A preliminary risk assessment to determine the potential for the site to be contaminated shall be undertaken and approved by the Local Planning Authority. Prior to any physical site investigation, a methodology shall be approved by the Local Planning Authority. This shall include an assessment to determine the nature and extent of any contamination affecting the site and the potential for off-site migration.
  - ii) Where necessary a scheme of remediation to remove any unacceptable risk to human health, buildings and the environment shall be approved by the Local Planning Authority prior to implementation.
  - iii) Any additional or unforeseen contamination encountered during development shall be notified to the Local Planning Authority as soon as practicably possible and a remedial scheme to deal with this approved by the Local Planning Authority.
  - iv) Upon completion of any approved remediation schemes, and prior to occupation, a completion report demonstrating that the scheme has been appropriately implemented and the site is suitable for its intended end use shall be approved in writing by the Local Planning Authority.

The discharge of this planning condition will be given in writing by the Local Planning Authority on completion of the development and once all information specified within this condition and other requested information have been provided to the satisfaction of the Local Planning Authority and occupation/use of the development shall not commence until this time, unless otherwise agreed by the Local Planning Authority.