



PLANNING BY DESIGN

FROM CONCEPT TO COMPLETION

Heritage and Planning Statement:

15 Printers Drive, Carrbrook, Stalybridge, Tameside,
SK15 3FN

Proposed Removal of Fence and Conversion of
Garden to Driveway to Facilitate Installation of an
Electric Vehicle Charging Point

On Behalf of Mr. Nathan Byrne

Drafted by **Planning by Design**

Date: 19 January 2024

1. Application

Planning By Design (**The agent**) has been instructed to act on behalf of Mr. Nathan Byrne (**the applicant**) to submit a planning application to Tameside Metropolitan Borough Council (**the Local Planning Authority**) for a: Proposed removal of fence (wrought iron railings) and conversion of garden to driveway to facilitate installation of an electric vehicle charging point at: 15 Printers Drive, Carrbrook, Stalybridge, Tameside, SK15 3FN (**the site**).

In support of this application, the following heritage and planning statement has been constructed to demonstrate the suitability of this site for this proposal and evaluate its accordance with national and local planning policy along with supplementary design guidance.

2. Site Location

The site location is at 15 Printers Drive, Carrbrook, Stalybridge, Tameside, SK15 3FN, with the site itself consisting of a three-storey end terraced corner dwelling. The surrounding area is predominantly residential in character. It is located within Carrbrook which is a village east of Stalybridge, where a variety of amenities and services can be found nearby in, such as local shops, cafes, and restaurants.

The dwelling is set back from the road and the site has a generous curtilage, which spans the front, and rear of the property. The property currently has a small front driveway beside a wrought iron railing fenced front garden, which is a soft landscaped area.

As per the council's Local Plan, the site location is Carrbrook Conservation Area.

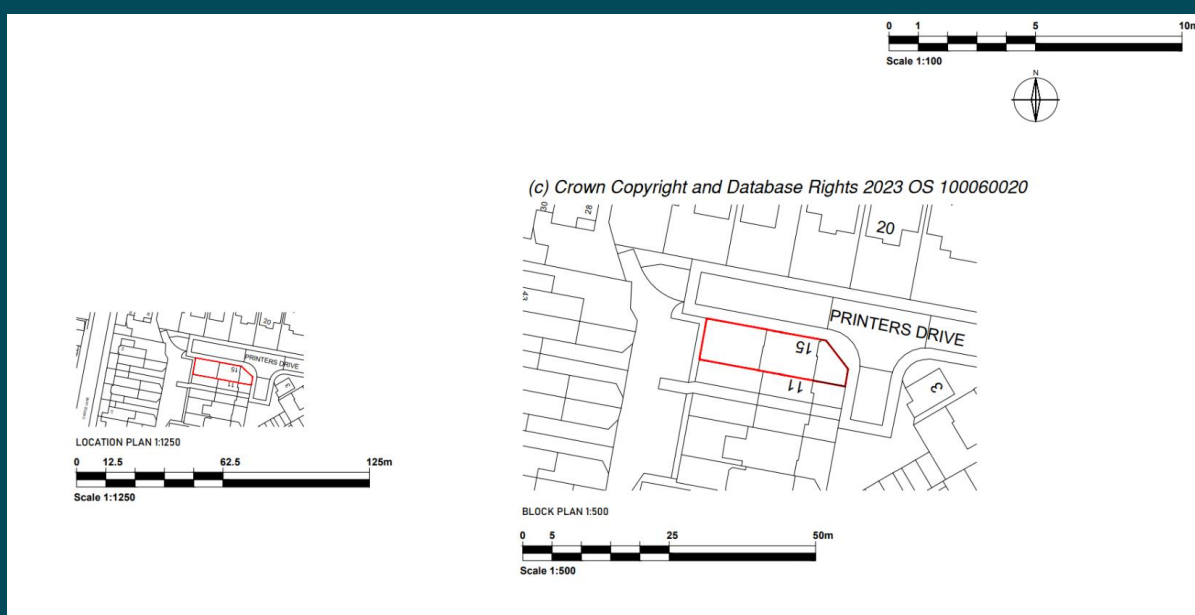


Figure 1: Site Location and Block Plan

3. The Proposal

The proposal is for the removal of the existing front garden fence around the soft landscaped garden area, and the conversion of the existing front garden area to a permeable driveway. The hard surface will then cover the entire front garden area. This will allow the applicant to install an EV charger for an electric car to the front of his house. The left side of the fence will be retained, as per the proposed plans, to ensure the site remains in keeping with the character of the area.

As per the proposed plans, the garden fence will be retained along the south boundary of the property, which separates No. 15's front garden from No. 11.

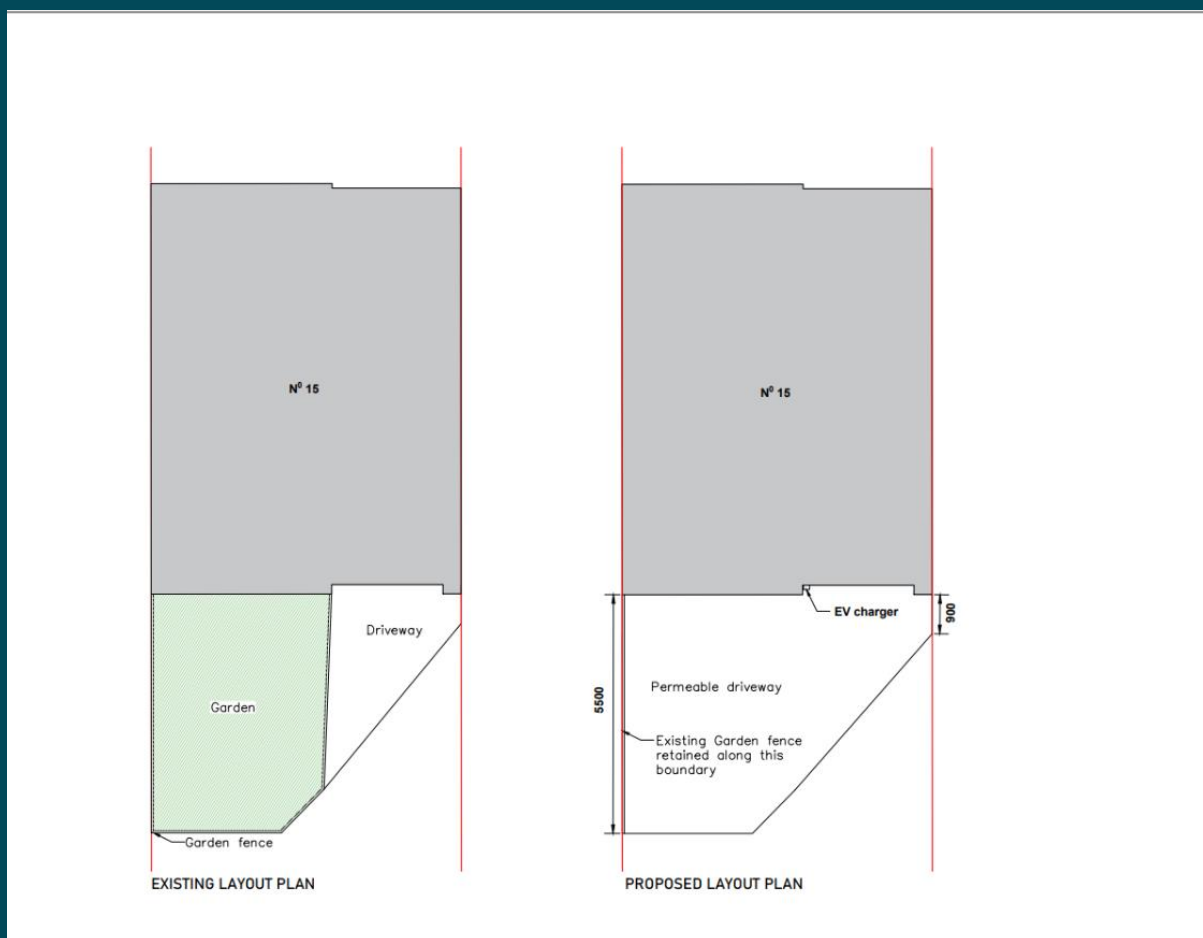


Figure 3:Proposed Site Plans

4. Planning History

- 01/00326/FUL - Demolition of existing works and construction of 124 dwellings with associated works and conversion of lodge/gatehouse to 1no. dwelling (Scheme C) | Calprina Works Carrbrook Industrial Estate Buckton Vale Carrbrook Stalybridge Tameside S – Approved
- 06/01400/FUL | Erection of 1-metre-high wrought iron railings and gate painted black to enclose front garden lawn – Approved

5. Assessment

The following planning policy and guidance documents are recognized as material considerations for the assessment of this application.

- National Planning Policy Framework 2023
- National Planning Practice Guidance.
- Planning (Listed Buildings and Conservation Areas) Act 1990
- Planning (Listed Buildings and Conservation Areas) Regulations 1990 (as amended)
- National Planning Practice Guidance –Enhancing and Conserving the Historic Environment (Revised July 2019)
- Historic England’s Good Practice Advice in Planning Note 2 “Managing Significance in Decision-Taking in the Historic Environment”
- Historic England’s Good Practice Advice in Planning Note 3 “The Setting of Heritage Assets (2nd Edition)”
- The Tameside Unitary Development Plan (2004)
- Tameside Residential Design Guide SPD (2010)
- Places for Everyone (PFE) - Publication Draft (August 2021) - it is considered, in accordance with Paragraph 48 of the NPPF, that the policies of the draft local plan should carry extremely limited weight in decision making.
- Carrbrook Conservation Area Appraisal and Management Proposals 2013

The following section will evaluate the proposals in accordance with the relevant policies and supplementary design guidance of the Council to demonstrate why the proposal should be considered acceptable in principle and in strict accordance with the Council's development criteria.

6. National Planning Policy Framework 2023 (NPPF)

Sustainable Development

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

- an economic objective – to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity; and by identifying and coordinating the provision of infrastructure.
- a social objective – to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective – to protect and enhance our natural, built, and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimizing waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Analysis: *The proposal represents sustainable development in line with the NPPF as it will provide significant social benefits to the applicant by significantly improving off-street parking and vehicle turning facilities at the site and allow electrical vehicle charging. From an economic perspective, the proposal will yield economic benefits at a local level as local contractors will be sought to complete the work following a grant of permission. Environmentally the proposal will contribute to net zero goals with the installation of the electrical charger point and the proposal is minor and will also not result in any detrimental impact on the areas existing character or streetscape.*

Good Design

Section 12 of the NPPF relates to achieving Well-designed Places which states 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.”

Analysis: *The proposal will lead to the creation of a useful and well design addition to the main dwellinghouse and for the occupants of this dwelling.*

Furthermore, Section 12 of the NPPF also outlines that:

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- b) are visually attractive because 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.
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.
- 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 users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Analysis: *As highlighted through the supplied planning drawings and designs, the development will be of high-quality design and will sit well within the existing streetscape character.*

Heritage and Conservation Area Implications

The purpose of the Heritage element of this statement is to satisfy paragraph 194 of the National Planning Policy Framework which states that 'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contributions made by their setting' and to assess whether the proposed development meets the test of sustainable development as regards its impact on the historic environment.

The statutory protection for Conservation Areas is laid out in the 1990 Planning (Listed Buildings and Conservation Areas) Act. The Act defines a Conservation Area as an area identified by the Local Planning Authority as having 'special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance' (s69(1)(a)).

Section 72 of the Act requires planning authorities to pay 'special attention' to 'the desirability of preserving or enhancing the character or appearance of that area'.

It is recognised in national planning guidance that this does not mean that every aspect of a Conservation Area's character or appearance is to be preserved or enhanced: 'Not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance.' (National Planning Policy Framework paragraph 207). Development should conserve or enhance those elements of a Conservation Area's character or appearance that positively contribute to its special architectural or historic interest.

The NPPF requires in the case of all heritage assets, designated or otherwise, that local planning authorities should take into account 'the desirability of sustaining and enhancing the significance of such heritage assets and of putting them to viable uses consistent with their conservation' (NPPF 2023 paragraph 197a).

In the case of designated heritage assets such as the Conservation Area the NPPF requires that 'great weight' is given to the conservation of the asset, and 'the more important the asset, the greater the weight should be' (NPPF paragraph 199).

If the development will lead to 'substantial harm' to the significance of a designated heritage asset, paragraph 201 of the NPPF indicates that the development should be refused consent by the local planning authority, unless it can be proved that the loss or damage to the asset can be outweighed by substantial benefits to the public or if the proposal can meet a number of specific conditions. If the development leads to 'less than substantial harm' to the significance of a designated heritage asset, paragraph 202 indicates that this harm still needs to be assessed against the public benefit of the scheme and whether or not the viability of the site is being optimised.

In contrast to designated heritage assets, the NPPF does not require planning authorities to give 'great weight' to the conservation of non-designated heritage assets. It does not require that harm requires 'clear and convincing justification'. Instead, the NPPF states that: 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.' (NPPF paragraph 203).

Paragraph 138 of the Historic England Conservation Principles, Policies and Guidance states that new work or alteration to a significant place should normally be acceptable if:

- a) there is sufficient information comprehensively to understand the impacts of the proposal on the significance of the place;
- b) the proposal would not materially harm the values of the place, which, where appropriate, would be reinforced or further revealed;

- c) the proposals aspire to a quality of design and execution that may be valued now and in the future;
- d) the long-term consequences of the proposals can, from experience, be demonstrated to be benign, or the proposals are designed not to prejudice alternative solutions in the future.

Paragraph 206 of the NPPF clearly states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Analysis: *As will be discussed further below, the proposal is in accordance with the above as it will make a positive contribution to and enhance the Conservation Area and be in keeping with surrounding properties, with its visual impact not being significant enough to warrant a refusal.*

7. Local Planning Policy

The following policies are relevant to this proposal:

The Thameside Unitary Development Plan (2004):

- Part 2 Policy H10: Detailed Design of Housing Developments
- C1: Townscape and Urban Form
- C2: Conservation Areas
- C4: Control of Development in or adjoining Conservation Areas
- T1: Highway Improvement and Traffic Management
- T10: Parking

Thameside Residential Design Guide (2010):

- Policy RD7: Design of Car Parking
- Policy RD8: Parking Standards
- RED12: Car Parking and Access

The main considerations of this application are the potential impact of the proposal on highways, its design, and the potential impact on the character and amenity of the surrounding area and neighbouring properties. The below will address these issues in accordance with relevant local planning policies and the Supplementary Planning Documents.

Design and Heritage Impact

UDP Policy C1 highlights the importance of the relationship between buildings and their setting, which should be given particular attention in the design of any proposal for development. In addition, UDP Policy H10 seeks to ensure that the layout, design and external appearance of proposed housing developments, extensions and alterations, are of a high quality and complement and enhance the character and appearance of the surrounding area. This is also elaborated upon as discussed within Tameside Residential Design Guide (2010.)

Policy C2 Conservation Areas states “The character and appearance of the Borough's Conservation Areas, including any further changes to areas which may be declared during the life of the plan, will be preserved or enhanced through the control of development, the promotion of improvement measures, or both.”

Policy C4 Control of Development in or adjoining Conservation Areas states “When considering proposals for development in or adjoining Conservation Areas, including advertisements and the alteration, extension or conversion of existing buildings within Conservation Areas, the Council will have regard to the desirability of preserving or enhancing the character or appearance of the area, and to the need to ensure that the proposals make a positive contribution to the context in which they are set.”

The Carbrook Conservation Area Appraisal states: “The character of the area derives from the surviving legacy of this development, which includes dispersed clusters of late 17th Century farm buildings and the more uniformly planned and tight-knit industrial village which developed in association with the Mills and works in the area. The area is rooted within the local landscape owing to the dominant presence of the Pennine hills, which rise steeply to the north and east, and the use of local materials, notably in the earlier buildings.”

Analysis: *It is expected that the development will achieve a high-quality sustainable and inclusive design, which will respect the sense of place, and make efficient use of the plot. The proposed development will contribute to better off-street parking and vehicular access to the site, as well as facilitate the addition of electrical vehicle charging at the site. Consideration has been given to the materials used, these will be appropriate, matching, and porous to allow acceptable surface water drainage.*

It will contribute to the place-making, and it will create a high-quality driveway and parking turning area within the property curtilage. The removal of the fence to the front and change to the soft landscaped garden will also not be a significant enough alteration to the front of the property to detrimentally alter the character of the area; Especially as there are multiple hard surfaced driveways along Printers Drive, therefore ensuring the proposal remains within the character of the surrounding area. As such, the character of the surrounding area and conservation area will be preserved. To ensure this, the fence (wrought iron railings) to the

side of the driveway will also be retained with the intent of remaining in the character of the other front gardens and driveways upon the street. Given this, the proposal is not considered to have a harmful enough impact on the character and appearance of the existing dwelling, conservation area or street scene to warrant a refusal, with the proposal in fact enhancing the area.

Amenity Impact

UDP Policy H10 highlights the importance of the relationship between buildings and neighbour occupiers of existing properties. UDP Policy H10 seeks to ensure that proposed housing developments, extensions and alterations avoid any unacceptable impact on the amenity of neighbouring properties due to noise, loss of privacy, overshadowing, parking or highway safety. The National Planning Policy Framework in Policy 12, paragraph 130(f) seeks to ensure that development creates places with high standards of amenity for existing and future users. (overbearing/sense of enclosure).

Analysis: *The development is also not expected to have a detrimental impact on the amenity of neighbouring properties and highway safety or car parking. As such, safety, overbearing, overlooking, and overshadowing are not expected to be major concern for this development. Additionally, given the minor scale of this development, it is not expected that construction will cause any health impacts. The proposed development will therefore cause no further impact to neighbouring amenity than the existing development at the site.*

Furthermore, the proposed development would provide safe access for all users and would provide sufficient space for the provision of further off-street parking spaces. Thus, the new development will improve amenity for the dwelling's occupiers and future residents, in that it will provide off-street parking and an EV charger point at the site.

The proposal is in accordance with the above-noted policies of the Local Plan and the SPD regarding design and amenity.

Parking and Highways

UDP Policy H10 states that development must ensure that no unacceptable impact on the amenity of neighbouring properties through noise or traffic. Suitable arrangements must be made for parking, access to and from the highway, and delivery, refuse, and emergency vehicles, including access by pedestrians, cyclists, and disabled people, with no unacceptable impact on the surrounding highway network. Policy T1 and T10 also discuss highway safety and traffic management. This is also elaborated upon in the Residential Design Guide SPD.

Paragraph 111 of the NPPF (2021) states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

***Analysis:** The proposed development will have no negative impact upon highway safety or lead to any further traffic locally than the existing development. The proposed change in the front garden space will serve as further parking, and a turning bay to allow safe turning on site, which will be safe and convenient for all users. Also, the installation of the EV charger will allow for the charging and use of a sustainable electric vehicle in line with net zero goals. The current driveway at the site is small, the enlargement of this will allow the applicant to have enhanced off-street facilities at the dwelling (without exceeding maximum parking space guidelines.) As such, the proposal is compliant with Local policy and guidance related to parking and highways.*

8. Conclusion

The proposal will deliver significant social and economic benefits to this area while not resulting in any detrimental harm to the area's surrounding environment. It will also be well-designed and safe, and the proposal has given due respect to the character of the local area, and it will not detrimentally impact the amenity of the neighboring properties any more than the existing development.

For this reason, we see no reason for the Council to withhold our request for planning permission and kindly request that the Council make a reasonable decision on this submission in line with the developmental objectives and timescales of the National Planning Policy Framework.

Should the Planning Authority have any further questions in relation to this proposal or feel that certain conditions would be necessary to accommodate this proposal, Planning by Design would welcome conversation on any of these matters.