



Paul Butler Associates

Planning, Development & Heritage Consultants

Views

34 Sandy Lane, Romiley, Stockport, SK6
4NH

Planning Statement

February 2024

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Professional Planning, Development & Heritage Advisors since 1992.

Our professional staff are Members of the Royal Town Planning Institute (RTPI) or the Chartered Institute for Archaeologists (CIfA)

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Contents

1. **Introduction**
 2. **The Application Site and Surrounding Area**
 3. **Planning History**
 4. **The Proposed Scheme**
 5. **Planning Policy Context**
 6. **Planning Appraisal**
 7. **Conclusion**
- Appendix 1:** Undertaking from Views relating to S106 Legal Fees

1. Introduction

- 1.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of Views. The statement has been provided in support of a full planning application for a residential development at 34 Sandy Lane, Romiley, Stockport, SK6 4NH. The application description of development is 'Change of Use and part first floor and two storey rear extension to comprise 16 bed HMO (sui generis) with associated external alterations, bin storage, and car and cycle parking'.
- 1.2 The development will provide a good standard of accommodation for residents and will provide much needed high quality accommodation within close proximity to Romiley District Centre, helping to support existing shops, services and businesses. The application follows on from the submission of application DC/088158 which related to 'Change of Use to 15 bed HMO (sui generis) with associated external alterations, bin storage, and car and cycle parking'. This application was determined as 'minded to approve' by Committee Members at the Werneth Area committee on 31 July 2023 subject to a Section 106 agreement relating to financial contributions for open space and a TRO. This previous application is of relevance to the determination of the current application proposal and has established the principle of HMO use on the site. Only one additional HMO bedroom is proposed as part of the current application proposal with the property being extended and reconfigured to provide improved accommodation for residents.
- 1.3 To provide a clear understanding of the application proposal this statement includes:
- A description of the application site and surrounding area;
 - A review of relevant planning history;
 - A description of the proposed scheme;
 - A review of national and local planning policies of relevance to the scheme;
 - An appraisal of the scheme against relevant planning policies and an assessment of the scheme in relation to its immediate and surrounding context; and,

- A conclusion.

2. The Application Site and Surrounding Area

2.1 The subject site is located at 34 Sandy Lane, Romiley, Stockport, SK6 4NH (see figure 1 below). The site is irregular in shape and approximately 0.13 hectares. It is located on the east side of Sandy Lane and is bounded by residential dwellings to the south and east, with three storey flats to the north. There are two garage blocks located immediately to the east of the site which are associated with the flats to the north. On the opposite side of Sandy Lane are residential dwellings. 34 Sandy Lane is currently vacant but was previously in use as 'Park Lodge' and 'Priory Hospital', a care home providing mental health care for c.10 patients. It is understood that this use stopped in September 2022 and the property has been vacant since.

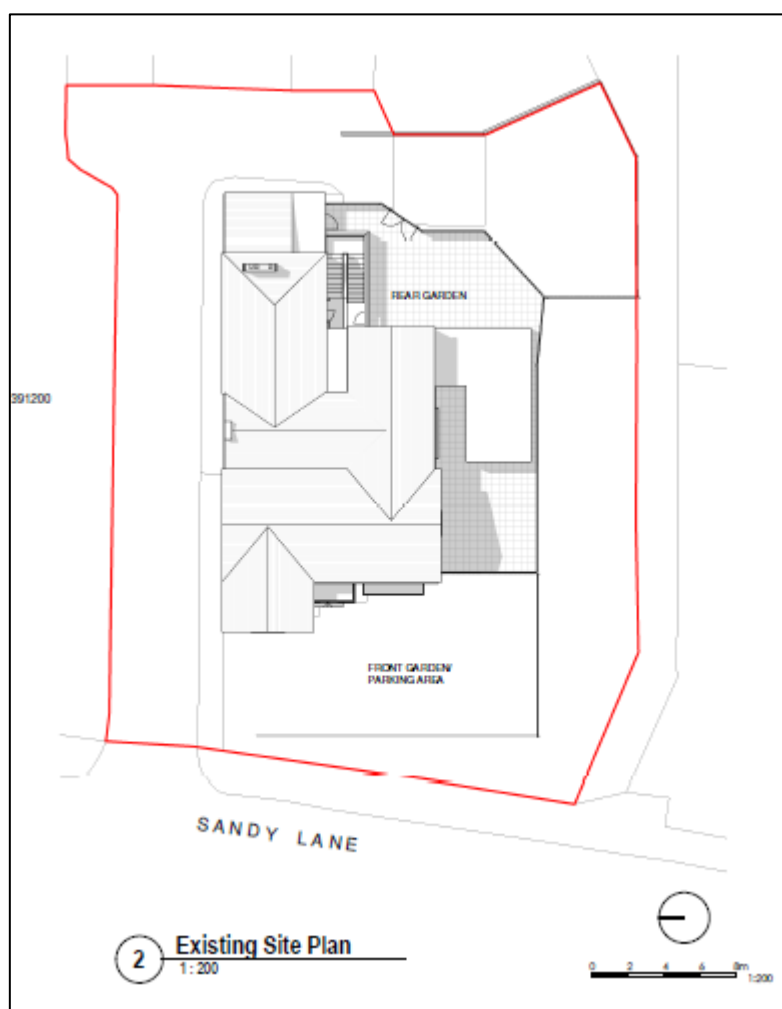


Figure 1: Site Location Plan.



Figure 2: Aerial view of 34 Sandy Lane (centre).

2.2 The site is accessed from Sandy Lane via a vehicular ingress / egress which is also shared with the flats located to the north. 34 Sandy Lane sits roughly central within the site. To the west, east and south of the building are hardstanding and landscaped areas including existing car parking areas to the front and rear of the building. A site visit identified that 4-5 parked vehicles can be regularly accommodated on the driveway, with a further 3-4 vehicles in the front parking area and 2 to the rear. To the south there is also a linked outbuilding which is referred to as a 'garden office'.



Figure 3: View of 34 Sandy Lane from Sandy Lane.



Figure 4: View of front (west) and side (south elevations).



Figure 5: Partial view of the rear (east) and side (south) elevations



Figure 6: Partial view of the side (north) elevation and the vehicular route access.

2.3 The site is located approximately 500m to the north of Romiley District Centre, 5Km to the east of Stockport Town Centre, and approximately 12km to the south east of Manchester City Centre. The immediate surrounding area is residential in character and includes a mix of housing comprising detached and semi-detached houses, bungalows and flats, which range in age.

2.4 The site is well connected by both private and public transport. Its proximity to Romiley District Centre means that numerous services and amenities are all within walking distance of the property. The property is close to high frequency bus stops on Compstall Road running through Romiley, and Stockport Road West. These bus stops are serviced by the 382, 383, 384, 800, 801 and 806 buses which provide routes to Stockport, Woodley, Hyde, Bredbury, and Marple Bridge. Romiley Railway Station is approximately 700m away and provides regular train services to Manchester Piccadilly, Sheffield, Rose Hill Marple and New Mills Central. Junction 25 of the M60 Motorway is located approximately 3Km to the west.

2.5 In terms of planning policy designations the site is located within a 'Predominantly Residential Area'. The site is not within an Air Quality Management Area and lies within Flood Zone 1 which is the lowest level of risk. There are a number of individual and group TPOs affecting the site which are identified by Figure 7 below.

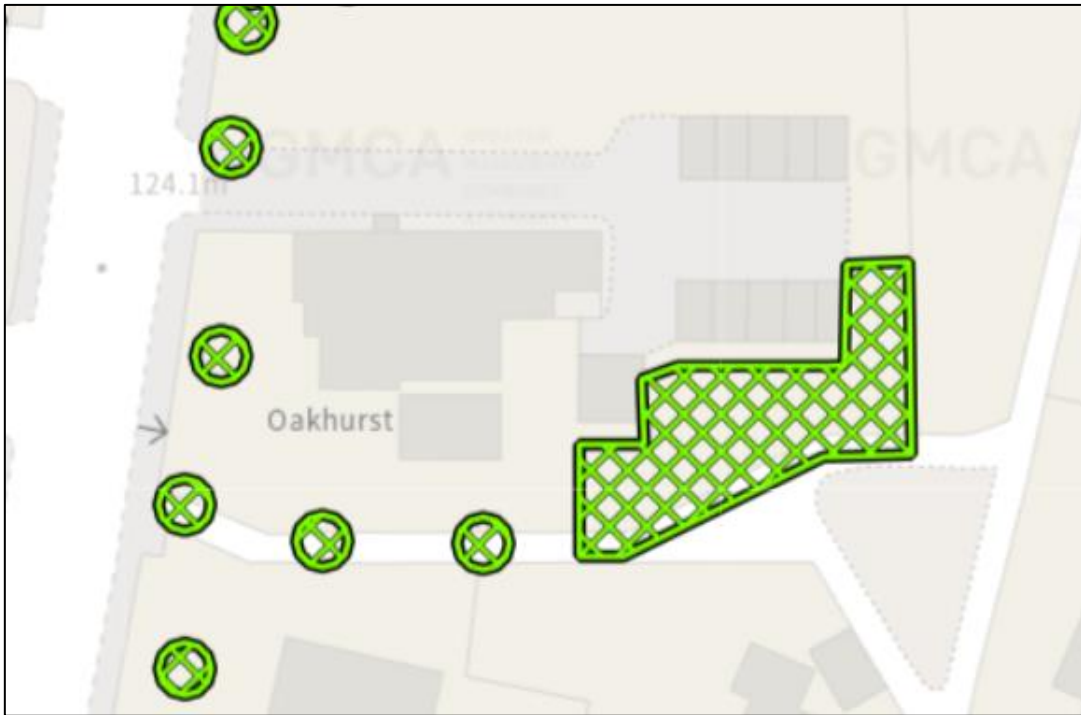


Figure 7: Plan showing TPOs in relation to the site.

3. Planning History

3.1 A planning history search of Stockport Council’s online planning map was undertaken in February 2024. The applications identified are presented in the table below. Apart from application DC/088158, this planning history is of limited relevance but is noted below for completeness.

Reference No.	Proposal	Decision and Date
DC/088158	Change of Use to 15 bed HMO (sui generis) with associated external alterations, bin storage, and car and cycle parking	Validated 13.03.2023 Pending - This application was determined as minded to approve by Committee Members at the Werneth Area committee on 31 July 2023 subject to a Section 106 agreement relating to financial contributions for open space and a TRO.
DC/073317	We are requesting a tree to be removed to make way for carparking space, we are a recovery hospital as part of the priory group and are constantly struggling with the demands of carpark space. We are constantly getting complaints from surrounding neighbours about cars being parked near them causing obstructions. If you would consent to the removal, this would allow us to re tarmac the whole of the front area of	Refuse 19.06.2019

	our building thus creating more spaces for cars. TPO#: 317E.	
DC/065303	Erection of garden office room.	Granted 07.07.2017
DC/060058	Single storey side extensions	Granted 10.12.2015
DC/056626	Works to 4 x trees T1 oak, clean stem of wispy growth away from BT Line, T2 Lime, clean epicormic growth away from BT Line to 4m, T3 Sycamore, crown clean away from BT Line, T4 Holly reduce to 2.5m to allow to grow into a bush.TPO 317E	Granted 28.11.2014
DC/029322	crown reduce 1x Lime tree by 25% secondary branches only and crown lift to 5m DS/317E	Granted 21.04.2008
DC/020288	Two side extensions plus rear extension and improved disabled access.	Granted 19.09.2005
DC/019643	To crown lift ,deadwood clean, shorten selected limb, remove epicormic growth on 3 oak trees situated to the front of site. (DS/19/14E)	Granted 31.05.2005
DC/019304	To fell three oak trees. T1 - Oak over car park at front. T2 - Oak adjacent to the side of the building. T3 - Oak adjacent to rear car park. (DS/19/14E)	Refuse 28.04.2005
DC/001454	VARIOUS WORKS (DS/19/14/E)	Granted 07.07.2000

J/71946	VARIATION OF CONDITION 7 ON PERMISSION NO 59633 TO REGULARISE USE OF THE PREMISES AS A GENERAL NURSING HOME.	Granted 09.03.1999
J/71946	VARIATION OF CONDITION 7 ON PERMISSION NO 59633 TO REGULARISE USE OF THE PREMISES AS A GENERAL NURSING HOME.	Granted 09.05.1994
J/59633	TWO STOREY EXTENSION AND ALTERATIONS	Refuse 16.01.1992
J/53844	Variation of planning permission J37813 to permit separate use of 1st floor flat from ground floor cafe.	Granted 16.08.1983
J/37813	To make existing flat self-contained, separate entrance and separate cafe.	Granted 12.10.1982
J/28770	First floor bedroom extension to old people's home.	Granted 22.07.1982
J/26306	Additions and alterations to form rest home (dining room, flat, fire escape and car park).	Granted 22.06.1982
J/25873	Change of use of house to nursing home.	Granted 22.07.1982
J/25647	Change of use private residence to private rest home.	Granted 22.06.1982

4. The Proposed Scheme

- 4.1 The application proposal is for 'Change of Use and part first floor and two storey rear extension to comprise 16 bed HMO (sui generis) with associated external alterations, bin storage, and car and cycle parking'.
- 4.2 The scheme will provide a total of 16 HMO bedrooms. All bedrooms have been designed in accordance with Stockport's 'HMO Recommended Standards' document.
- 4.3 The scheme will provide communal living spaces for residents including three large kitchen / dining areas across the building as well as laundry space at ground floor level. 7 bedrooms will be provided on the ground floor and all will have ensembles. On the first floor a further 9 ensuite bedrooms will be provided. A generous communal kitchen / living / dining space will be provided at ground floor measuring 37.47 m².
- 4.4 The proposal involves a part first floor and two storey rear extension. This extension will accommodate two ensuite bedrooms on the ground floor and three ensuite bedrooms on the first floor. The extension will comprise matching materials of red brick, stone detailing and a slate roof and will infill underutilised space at the rear of the building. The extension will not increase the maximum existing projection of the building. The extension will have windows on the north and south elevations where windows already exist. The positioning of these windows ensures they are well-separated from the site boundaries and will not result in any overlooking of neighbouring properties.
- 4.5 Externally the scheme will include a dedicated bin store area to the south of the building, and a secure, covered cycle store with space for 16 bikes. There is also an external amenity space for residents located to the south of the building which allows for sitting out and drying washing etc (measuring 107sqm).
- 4.6 As per existing arrangements, proposed car parking is to be provided at the front and rear of the property. The spaces will be rationalised with 4no. spaces at the front of the site (including 1no. DDA space), with 3no. spaces to the rear. Two of the spaces at the front of

the site will be equipped for EV charging. No new areas of hardstanding are to be created, or landscaping changes proposed, to accommodate the car parking.

- 4.7 The HMO will be targeted to private residents seeking an affordable housing solution in the local area. These might be key workers, working within the Stockport area, on lower wages. They will be single and could not afford to rent and pay all the bills associated with a 1 bed apartment, on their own. A property manager will be employed and will visit the property each day checking on cleaning of the common areas and making sure the bin store is being kept tidy. A cleaning company will also be appointed to clean bathrooms and kitchens each day, vacuum corridors each week, put refuse and recycling in the bins and put out the bins on collection day, and put the bins back into the storage compound after collection.

5. Planning Policy Context

5.1 Planning policy guidance of relevance to the proposed scheme, and which provides the context for its assessment, is set out within the following:

- The National Planning Policy Framework (NPPF); and,
- The Development Plan for Stockport.

National Planning Policy Framework

5.2 The revised National Planning Policy Framework (NPPF) was published in July 2018 (and most recently updated in December 2023) and sets out the government's planning policies and how these are expected to be applied. It replaces the Framework published in March 2012, however a presumption in favour of sustainable development continues to be at the heart of the NPPF which ensures that development is pursued in a positive way.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Delivering Sustainable Development

- 5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.
- 5.6 Delivering a sufficient supply of homes (Chapter 5) – paragraph 60 explains that in order to support the government’s commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an area’s identified housing need as possible, including an appropriate mix of housing types for the local community.
- 5.7 Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 10% to account for any fluctuations in the market during that year. In the event that there has been significant under delivery when measured against the Housing Delivery Test (November 2018 onwards) then a 20% buffer should be applied.
- 5.8 The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority

cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

- 5.9 Paragraph 70 highlights that small to medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. Paragraph d) emphasises the importance of windfall sites and states local authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes.
- 5.10 Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help to support economic growth. It recognises that a poor environment and a lack of housing can act as a potential barrier to investment.
- 5.11 Promoting healthy communities (Chapter 8) - the planning system should aim to achieve healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.
- 5.12 Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.
- 5.13 Paragraph 115 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.
- 5.14 Making effective use of land (Chapter 11) – the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses.

Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. Paragraph 124 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Further, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

- 5.15 Paragraph 127 states that local planning authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular they should support proposals to use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework.
- 5.16 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 128 sets out that the planning system should support development that makes efficient use of land, taking into account the following:
- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) local market conditions and viability;
 - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

- d) the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

5.17 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

- 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.
- Are visually attractive as a result of good architecture and appropriate landscaping.
- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation.
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.
- Create places that are safe, inclusive and accessible and which promote health and well-being.

5.18 Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - this chapter emphasises the importance of securing reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change; and, in terms of flooding, development should be made safe without increasing flood risk elsewhere.

5.19 Conserving and enhancing the natural environment (Chapter 15) - the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services and minimising impacts of biodiversity and providing net gains in biodiversity where possible.

- 5.20 Decision making – guidance in paragraph 38 states that local planning authorities should approach decisions in a positive and creative way, making use of the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants. Decision-makers at all levels should seek to approve applications for sustainable development where possible.

The Development Plan for Stockport

- 5.21 The Development Plan for Stockport comprises the following documents:

- Stockport Metropolitan Borough Council Core Strategy;
- Saved policies of the Stockport Unitary Development Plan; and,
- Supplementary Planning Documents.

Stockport Metropolitan Borough Council Core Strategy (March 2011)

- 5.22 The Core Strategy (CS), adopted in March 2011, is the key Development Plan Document against which proposals should be judged. CS objectives and policies of particular relevance to the proposed scheme include:

- Objective 1 ‘Sustainable Development: Addressing Inequalities and Climate Change’ states that the CS will support/enable/encourage development that is environmentally, socially and economically sustainable through adopting a sequential approach that makes best use of previously developed and sustainably located land; ensuring development is located away from flood risk areas; maximising economic benefits that development can bring; and, making use of renewable energy resources.
- Objective 2 ‘Housing’ states that the CS will achieve the housing policy goal by: ensuring a mix of housing is provided in order to achieve sustainable mixed communities; maximising urban area’s potential by increasing its population through housing development; and, focusing new housing development in locations accessible to services and on previously developed land to assist regeneration.

- Objective 4 'Access to Services and Inclusive Communities' states that the CS will support sustainable and thriving communities that enable people to have an enjoyable quality of life, without compromising the environment by, amongst other things, enabling developments which improve the attractiveness and viability of the Borough's neighbourhoods.
- Objective 5 'Safeguard and Improve the Borough's Environment' states that this will be achieved by: ensuring that all development is designed to a high quality and reflects/enhances local character and distinctiveness.
- Objective 6 'Transport' states that the CS transport policy will be achieved by: promoting development that reduces the need to travel by car and makes the most use of the existing transport network; focusing development in locations accessible by public transport, walking and cycling; and, providing appropriate facilities for sustainable transport users.
- CS1 'Overarching Principles: Sustainable Development – Addressing Inequalities and Climate Change' states that regard will be had to enabling social progress, protecting the environment, ensuring prudent use of natural resources and maintaining high/stable levels of economic growth and employment; and, addressing the key issues of inequalities and climate change.
- SD-1 'Creating Sustainable Communities' states that new development which assists in the creation of sustainable communities will be given favourable consideration.
- SD-3 'Delivering the Energy Opportunities Plan – New Development' supports the use of energy technologies and CO2 reduction strategies.
- SD-6 'Adapting to the Impacts of Climate Change' states that development should be designed in such a way as to avoid, mitigate or reduce the impacts of climate change.

- CS2 'Housing Provision' states that the focus will be on providing new housing through the effective and efficient use of land within accessible urban areas; and, that the local previously developed land target is at least 90%. Where there is less than a five year deliverable supply of land for housing, planning applications for new housing will be considered more favourably.
- CS3 'Mix of Housing' states that all new housing should contribute to the provision of an appropriate borough-wide mix of housing. Higher density development will be acceptable in the most central locations.
- CS4 'Distribution of Housing' states that new housing development will boost the Town Centre economy, making it a vibrant place to be during the day and in the evening. It will improve the built environment by regenerating vacant and under-used sites in and around the centre, and provide homes in a location readily accessible to jobs and services within Stockport and Manchester City Centre.
- CS6 'Safeguarding and Strengthening the Service Centre Hierarchy' sets out a hierarchy for development in Stockport's centres.
- H-1 'Design of Residential Development' states that new residential development should be of a high quality, inclusive and sustainable; should respond to the townscape and landscape character of the surrounding area, in terms of layout/scale/appearance; should consider the need to deliver low carbon housing; and, good standards of amenity, privacy, safety/security and open space should be provided for future and existing residents.
- H-2 'Housing Phasing' states that the delivery and supply of housing will be monitored and managed to ensure provision is in line with the housing trajectory, the local previously developed land target is being achieved and a continuous five year deliverable supply of land for housing is maintained.
- CS8 'Safeguarding and Improving the Environment' states that development designed and landscaped to a high standard and which makes a positive contribution to a

sustainable, attractive and accessible built and natural environment will be given positive consideration. High quality design which promotes a sense of place should be an integral part of development proposals, paying high regard to important local natural and built environment features, and contributing to addressing climate change and inequalities.

- SIE-1 'Quality Places' requires development to be designed and landscaped to the highest contemporary standard, paying high regard to the built/natural environment within which it is sited.
- SIE-2 'Provision of Recreation and Amenity Open Space in New Developments' states that development will be expected to take a positive role in providing recreation and amenity open space to meet the needs of its user/occupants, and be appropriately related in scale and kind to the proposed development.
- SIE-3 'Protecting, Safeguarding and enhancing the Environment' aims to protect the locally distinctive sense of place and character by: protecting the natural environment, controlling pollution, managing flood risk and protecting the historic environment.
- CS9 'Transport and Development' states that the Council will require development to be in locations accessible by walking, cycling and public transport; will support development which reduces the need to travel by car; and, that development will be required to consider the needs of the most vulnerable road users first (i.e. pedestrians, cyclists, public transport, powered two wheelers and then private car).
- CS10 'An Effective and Sustainable Transport Network' states that the Council will manage development and seek to implement strategies which ensure that no section of the community suffers unnecessary inequality as a result of their transport needs not being sustainably met.
- T-1 'Transport and Development' states that new development will be required to be sustainably accessible by public transport, walking and cycling.

- T-2 'Parking in Developments' states that developments shall provide car parking in accordance with maximum parking standards; and, that developers will need to demonstrate that development will not result in inappropriate on-street parking that has a detrimental impact upon the safety of the highway or the availability of public car parking.
- T-3 'Safety and Capacity on the Highway Network' states that development which has an adverse impact on the highway network will only be permitted if mitigation measures are provided.

5.23 The detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the above Core Strategy policies.

Saved Policies of the Stockport Unitary Development Plan (May 2006)

5.24 The Stockport Unitary Development Plan (UDP) was adopted in May 2006. Following the formal adoption of the Core Strategy in March 2011 many of its policies were superseded. However, a number of the UDP policies have been 'saved' and those of relevance to the proposed scheme include:

- EP1.7 'Development and Flood Risk' states that the Council will not permit development where it would be at risk from flooding; increase the risk of flooding elsewhere; hinder future access to watercourses for maintenance purposes; cause loss of the natural floodplain; result in extensive culverting; affect the integrity of existing flood defences, or significantly increase surface water run-off.
- EP1.10 'Aircraft Noise' states that special policies dealing with noise from aircraft using Manchester Airport shall apply to residential development.
- CHD1.4 'Houses in Multiple Occupation' states that conversion of dwellings to houses in multiple occupation will be permitted provided that the proposal:
 - (i) does not result in more than 2 houses in multiple occupation adjoining;

- (ii) does not result in a single dwelling having a house in multiple occupation on both sides;
- (iii) does not create such a concentration of houses in multiple occupation in a particular area or intensity of occupation of the property concerned that the character of the area is adversely affected;
- (iv) includes useable rear gardens within the curtilage of at least 50m²;
- (v) includes suitably enclosed refuse storage areas at the rear of the property;
- (vi) includes parking within the curtilage at the rate of 0.5 space per letting. Where car parking is to be provided by hard paving of the area in front of the dwelling, no less than 40% of that area should be landscaped to the satisfaction of the Council; and
- (vii) complies with Policy EP1.10 (aircraft noise).

[Note: this policy only applies to the conversion of existing dwellings to HMOs so is not entirely relevant to the proposed scheme which is to convert a vacant former care home]

- MW1.5 'Control of Waste from Development' states that in considering proposals the Council will require that adequate provision is made for the storage, handling and removal from the site of waste arising from the development and the use of land; and, the design of development should make appropriate provision for the recycling of waste, including the provision of on-site facilities where justified.

5.25 As with the Core Strategy policies, the detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the saved UDP policies listed above.

Supplementary Planning Documents (SPDs)

5.26 There are also various Supplementary Planning Documents of relevance to the proposed scheme, which include:

- Sustainable Design and Construction SPD (Revised April 2012)

- Sustainable Transport SPD (December 2007)
- Design of Residential Development SPD (December 2007)
- Extensions and Alterations to Dwellings SPD (February 2011)
- Open Space Provision and Commuted Payments SPD (August 2019)

5.27 The proposed redevelopment scheme has been designed in accordance with the policies of the UDP and the above SPDs.

6. Planning Appraisal

6.1 Having regard to the relevant planning policy guidance in the previous section, the key material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:

- Principle of Development
- Design
- Potential Impact on Amenity
- Sustainable Development: Economic, Social and Environmental Benefits
- Highways, Accessibility, Parking and Servicing
- Relationship with Trees
- Ecology
- Crime and Security Matters
- Flood Risk

Principle of Development

6.2 In considering the principle of development it is highlighted that the application follows on from the submission of application DC/088158 which related to 'Change of Use to 15 bed HMO (sui generis) with associated external alterations, bin storage, and car and cycle parking'. This application was determined as 'minded to approve' by Committee Members at the Werneth Area committee on 31 July 2023 subject to a Section 106 agreement relating to financial contributions for open space and a TRO. This previous application is of relevance to the determination of the current application proposal and has established the principle of HMO use on the site. Further discussion relating to the principle of development is provided within the remainder of this section.

6.3 The application building is located in a 'predominantly residential area' as confirmed by Stockport Council's Proposals Map. There are residential properties along Sandy Lane including adjacent to the subject property and located opposite.

- 6.4 The application site is located approximately 500m to the north of Romiley District Centre meaning there is excellent access to the range of shops, amenities and facilities which it provides. Paragraph 90(f) of the NPPF recognises that residential development often plays an important role in ensuring the vitality of centres and encourages residential development on appropriate sites. The subject site is considered an ideal location for residential use in close proximity to Romiley District Centre.
- 6.5 The current care home use is not protected by any national or local planning policies. The existing building is currently vacant and the application proposal will therefore ensure that the building remains in active use and makes a positive contribution to the area. Core Strategy Policy CS2 'Housing Provision' states that the focus will be on providing new housing through the effective and efficient use of land within accessible urban areas; and, that the local previously developed land target is at least 90%. The proposed scheme will provide 16 HMO units which will provide a positive contribution to meeting local housing supply and the Council's target of providing at least 90% of development on previously developed land.
- 6.6 The site is accessible and sustainable, with the full range of shops, services and employment opportunities located within a short walking distance. Public transport is also excellent, with high frequency bus services nearby and Romiley Railway Station located approximately 700m away.
- 6.7 Stockport Council's Housing Land Position Statement 2023 (2024) Update advises that the Council are able to identify 3.78 years supply of housing land against a requirement of 5 years. Due to this position Paragraph 11 of the NPPF applies. This requires that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.
- 6.8 Given this situation Stockport Council are required to consider applications for housing more favourably. The importance of achieving a sufficient supply of housing is emphasised throughout the NPPF, particularly in terms of making efficient use of land and contributing to

economic growth, with a lack of housing being identified as a barrier to growth. In addition, the value of small housing sites is also recognised in terms of contributing to housing requirements of an area, particularly as they are often built-out quickly. It is also confirmed within the NPPF that windfall sites play an important role in meeting housing needs and states that local authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes.

- 6.9 Core Strategy Policy CS3 'Mix of Housing' states that all new housing should contribute to the provision of an appropriate borough-wide mix of housing; and, sites in the most central locations are the most suitable for higher density development. The site is in an accessible location and within walking distance of Romiley District Centre.
- 6.10 The scheme will provide a 16 bed HMO property. The development will be attractive to a wide range of potential occupiers, including single people and young professionals, whilst providing a more affordable housing option. The accommodation will also appeal to key workers, working within the Stockport area, on lower wages who are single and could not afford to rent and pay all the bills associated with a 1 bed apartment, on their own.
- 6.11 It is recognised that issues can sometimes be raised by the development of an 'overconcentration' of low grade HMO accommodation within an area. It is generally noted that accessible locations such as this are likely to be the most suitable locations for HMO accommodation given the range of amenities / services available. A review of Stockport Council's online planning map has been undertaken in September 2023 and did not identify any applications for HMO within at least 100m of the subject site.
- 6.12 Saved UDP Policy CHD1.4 'Houses in Multiple Occupation' relates to the conversion of dwellings to HMO accommodation only, therefore an assessment against its provisions is not strictly necessary. It is also noted that this policy was adopted prior to adoption of the NPPF whilst the Council's lack of housing supply also diminishes weight attributable to this policy. The policy provides a range of criteria (i-vii) against which an appraisal is made below:

- (i) *does not result in more than 2 houses in multiple occupation adjoining;*

6.13 The application property is adjoined by a single residential dwelling and apartments. The proposal will therefore not result in more than two houses in multiple occupation adjoining.

(ii) *does not result in a single dwelling having a house in multiple occupation on both sides;*

6.14 The adjacent residential property at 32 Sandy Lane is not adjoined by a house in multiple occupation. 42 – 60 Sandy Lane comprises apartments and again are not adjoined by a house in multiple occupation.

(iii) *does not create such a concentration of houses in multiple occupation in a particular area or intensity of occupation of the property concerned that the character of the area is adversely affected;*

6.15 The site is located within close proximity to Romiley District Centre where a mix of uses are found. As noted at paragraph 6.10 above, the site is not located in an area where there is a concentration of shared / HMO accommodation.

(iv) *includes useable rear gardens within the curtilage of at least 50m² ;*

6.16 The scheme will provide external amenity space well in excess of 50m² as identified by the proposed site plan which identifies 107sqm of space, and will provide a space for residents to sit out, socialise and dry washing etc. The site also has good access to public amenity areas including Romiley Park.

(v) *includes suitably enclosed refuse storage areas at the rear of the property;*

6.17 A dedicated space for the storage of bins for refuse and recyclable waste will be provided on the site. The bin store is conveniently located to the south of the building on a hardstanding area which is screened by fencing. The servicing of bins will be the responsibility of the management company of the scheme, which will take bins from the

storage area to Sandy Lane for kerbside collection, and then return them to the storage area following collection.

- (vi) *includes parking within the curtilage at the rate of 0.5 space per letting. Where car parking is to be provided by hard paving of the area in front of the dwelling, no less than 40% of that area should be landscaped to the satisfaction of the Council; and*

6.18 The site provides space for seven cars including one accessible space. Whilst this does not align wholly with the policy, the application is supported by a Highways Technical Note prepared by Focus Transport Planning. Based on highway surveys undertaken the Note establishes that there is capacity on Sandy Lane to safely accommodate any potential overspill car parking. Further discussion of accessibility and highways matters relating to the proposal are discussed later in this section.

- (vii) *complies with Policy EP1.10 (aircraft noise).*

6.19 The proposal is not within a location which experiences elevated levels of aircraft noise. In addition the property has previously been used for residential use as a care home. The property already accommodates double glazed windows, whilst windows to the proposed extension will also comprise double-glazing. This will ensure that an appropriate acoustic environment for residents is provided.

6.20 For the reasons given above the proposed scheme complies with Core Strategy objective 2 and policies CS2, CS3, CS4, CS6 and H2; Saved UDP Policy CHD1.4; and relevant provisions of the NPPF.

6.21 The scheme will be associated with a series of positive planning and regeneration benefits including:

- Redevelopment of an existing building and previously developed land which will help to address housing demand in Stockport and reduce pressure to develop greenfield and Green Belt sites.

- The proposed accommodation will be redeveloped and furnished to a high standard and provide housing for key workers in a highly accessible and sustainable location in Romiley.
- The provision of a development with high sustainability credentials that will deliver economic, social and environmental benefits.
- Securing direct investment into the local community through the provision of jobs during the fit-out period and spending by future residents in local businesses by future residents.
- Encouraging natural surveillance that will improve security and help reduce the fear of crime.

6.22 The above points are considered in more detail within the remainder of this section and demonstrate that the scheme wholly accords with national and local planning policy guidance.

6.23 It is important to highlight that the proposed scheme is also deliverable on the site for the following reasons:

- **It is Available** – The applicant has agreed to purchase the site and is therefore in a position to develop it once permission is secured.
- **It is Suitable** – The suitability of the site for residential development is confirmed throughout this report, by reason of its sustainable / accessible location and close proximity to Romiley District Centre and its wide array of amenities and services.
- **It is Achievable** – There are no policy restrictions or development constraints that would impact on the scheme’s deliverability. Should planning permission be granted, the applicant is keen to commence works on site immediately.
- **It is Viable** – The scheme is viable and deliverable in the short-term.

Design

- 6.24 The proposed scheme involves a part first floor and part two storey rear extension. The extension will infill underutilised space at the rear of the building. The extension will comprise matching materials to the existing building including red brick with stone detailing and slate roof. Vertically proportioned windows will be provided with stone cills and lintels. The roof will match the profile of the existing with a hipped form. A new window will be provided on the first floor of the north elevation of the building. To the east elevation on the ground floor an existing window will be converted to a door. The new extension and external changes are in keeping with the appearance of the existing property.
- 6.25 As part of the proposal, cycle storage and bin storage is sensitively positioned within the site (to the south of the building) with screening provided to avoid any adverse impact on the streetscene. These arrangements are considered appropriate in design terms.
- 6.26 For the above reasons it is concluded that the proposal is consistent with Core Strategy Objective 5 and Policies CS8, H-1, SIE-1 and SIE-3, and provisions within Section 12 of the NPPF.

Potential Impact on Amenity

- 6.27 With regards to the scheme's potential impact on residential amenity, two issues require consideration: whether the proposed scheme will maintain a satisfactory level of amenity for neighbouring uses; and, whether the design will ensure that future occupants of the scheme are able to enjoy a satisfactory level of amenity.

Neighbouring Uses

- 6.28 The application building is located in a 'predominantly residential area' in close proximity to Romiley District Centre where residential use is acceptable in principle. The adjoining properties are in residential use whilst residential dwellings are also located opposite. The proposed HMO use will be compatible with these surroundings uses. There are no residential uses adjoining the site or other uses which would not be compatible with a HMO use.

- 6.29 The scheme will utilise existing accesses to the building and windows, which were used when the building previously operated as a care home. The application involves an extension at the rear of the building. As part of this windows will be provided on the north and south elevations of the building. The windows on the north side of the building will be positioned c.11m from site boundary ensuring there is no adverse overlooking or amenity impact. In terms of the new window on the north elevation it is noted that there are already existing windows on this elevation of the building therefore there will be no adverse amenity impact in relation to neighbouring properties.
- 6.30 The proposed scheme will retain existing car parking areas located at the front and rear of the building. These areas have previously been used when the property was in use as a care home and are lawful in planning terms. The proposed scheme does not increase car parking on the site. As part of the application a Highways Technical Note by Focus Transport Planning has been submitted. This uses TRICS analysis to establish that there will be no material changes in the nature of vehicle movements / comings and goings, when comparing the existing use against the proposed.
- 6.31 In addition to the above and in more general terms, it is noted that the subject property is located centrally within the site with good separation from adjacent properties. These arrangements will ensure that there will not be adverse amenity impacts associated with the proposal.

Proposed Dwellings

- 6.32 Future residents will be provided with a good level of amenity in terms of outlook and privacy. The proposed scheme will be of a high standard of design in terms of living accommodation, sound proofing, natural lighting and ventilation and has been designed in accordance with the Council's 'HMO Recommended Standards' to satisfy the Council's size guidance for bedrooms and living spaces. When compared against the 15 bed HMO application the current application proposal provides larger ensuite bedrooms.
- 6.33 It should also be noted that a HMO of this size will require a licence from the Council under the Housing Act 2004. The HMO will not be able to operate unless the Council's Housing

Standards Team are satisfied with the standard of accommodation and a licence has been issued.

- 6.34 Due to the site constraints it has not been possible to provide each of the proposed HMO units with private amenity space, however this is not uncommon for developments involving the conversion of buildings located in central locations such as this. Similar residential developments have previously been granted planning permission by Stockport Council. The scheme will however provide sufficient external amenity space (measuring 107sqm) for residents including hard and soft landscaped spaces which can be used for sitting out, drying washing etc. In addition, and as noted previously, future residents will also have good access to public amenity areas including Romiley Park located on the junction of Sandy Lane and Compstall Road.
- 6.35 In general terms the proposed scheme will provide a vacant building with an active use which will have a positive impact on local amenity. The proposed scheme is deliverable in the short-term which will avoid the building remaining vacant and becoming a derelict eyesore.
- 6.36 The proposed scheme will not have a detrimental impact on the amenity of existing residents or future occupants of the scheme, and as such accords with Core Strategy policies H-1, SIE-2; Saved UDP Policy EP1.10 and The Design of Residential Development SPD.

Sustainable Development: Economic, Social and Environmental Benefits

- 6.37 The proposal will have high sustainability credentials as a result of the economic, social and environmental benefits that it will bring.

Economic Benefits

- 6.38 The proposed development will bring a number of economic benefits during and post construction. The shortage of housing can act as a barrier to people accessing job opportunities, thus preventing the Borough from achieving its economic potential. The proposed HMO accommodation will help meet the needs of local people and those

moving to the Borough, thereby contributing to Stockport Borough's economy. Ministerial statements refer to the pressing need of ensuring that the planning system does everything it can to help sustain economic growth, urging planning authorities to make every effort to identify and meet the housing needs of their areas. It is accepted that house building is a driver of the local economy. Together with creating job opportunities during and after the construction phase, the proposed accommodation will contribute to Council tax revenue, whilst existing and future retailers/businesses nearby in Romiley District Centre will benefit from increased footfall and spending in the local community.

Social Benefits

6.39 The site is located within close proximity to Romiley District Centre and has access to the amenities it offers, as well as being nearby to open space and recreation facilities, primary and secondary schools and places of worship, which will provide for the needs of future occupants of the scheme. The proposed development will deliver high quality housing and contribute to the creation of a sustainable community.

Environmental Benefits

6.40 The proposed scheme will have significant environmental benefits since it involves the redevelopment of a vacant building on a brownfield site, thereby reducing development pressure on greenfield sites and helping the Council to meet their 'at least 90%' target for new development to be on previously developed land, as noted by Core Strategy Policy CS2. The scheme will involve the installation of an energy efficient heating system and appliances which will minimise carbon emissions.

Highways, Accessibility, Parking and Servicing

6.41 The site is located in a sustainable and accessible location with access to the full range of shops, amenities and services within Romiley District Centre. The site also benefits from excellent public transport links, including frequent bus services and proximity to Romiley Railway Station.

- 6.42 Due to its high level of sustainability and accessibility, it is not considered necessary for future residents to own a car. The nature of the accommodation (ie. HMO) also means that it will be less likely that future residents will own a car as HMO accommodation is generally more attractive to people looking for an affordable housing option. The proposed scheme will provide a residents' cycle store with space for 16 bikes which will help to promote sustainable travel patterns.
- 6.43 Notwithstanding the above, and in recognition of Saved UDP policy CDH1.4, the proposed scheme will provide space for 7 cars which will be sufficient to cater for any car parking demand associated with the scheme. Car parking matters are discussed in detail within the Highways Technical Note prepared by Focus Transport Planning. This demonstrates that the application site can be accessed safely by vehicles and would result in a negligible change in vehicle trip movements over the immediate local highway network when compared to the lawful use as a care home. Focus Transport Planning therefore conclude that the scheme should be acceptable to the Council, when considered acceptable with respect to highways and transport matters.
- 6.44 In terms of bin collections, this will take place from Sandy Lane in front of the site which reflects the existing arrangement. Waste collection vehicles will temporarily stop outside the property as collections take place. Waste collection vehicles will remain on the public highway and will not need to turn when undertaking collections. The scheme provides bins for refuse, pulpable waste, glasses and cans, and biodegradable waste, thereby ensuring that waste from the development is responsibly managed. Bins will be taken from the bin storage area by the property management company for the scheme, and then returned to the bin storage area following collection. The property management company will also visit the property regularly to check on cleaning of the common areas and ensure the bin store is being kept tidy.
- 6.45 In terms of assessing car parking provision and highways matters paragraph 115 of the NPPF is relevant and advises *'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'*. This is a high policy test and for the reasons given above it is not considered that the development would be associated

with severe adverse highway impacts which would warrant refusal. This conclusion is consistent with the Planning Committee's decision on the 15 bed HMO application and the addition of 1 further bedroom will not result in any material adverse highway impact.

- 6.46 It has been demonstrated that the scheme accords with the transport requirements of the NPPF; Core Strategy Objective 6; Core Strategy Policies CS9, CS10, T-1, T-2 and T-3; Saved UDP Policy MW1.5; and, the Sustainable Transport SPD.

Relationship with Trees

- 6.47 The application is supported by a 'Site Tree Appraisal' prepared by Rowbottom's Tree Services Ltd. The report provides an appraisal of trees on the site and considers any potential impact on trees associated with the development. Two trees are identified for removal. This includes T2 which is anticipated to have limited longevity irrespective of the development proposal due to root decay by Spindle Shank Fungus with crown die-back suggesting that the decay has compromised root viability. T7 is also identified for removal. This is a small tree with limited visual amenity and its removal is not expected to negatively affect the visual amenity of the area. The removal of T2 will be mitigated by the planting of a *Quercus robur* 'Fastigiata' 12cm-14cm girth standard tree at the location illustrated on the Tree Protection Plan RTS/12092023/TPP 003. This will be planted on completion of all building activity.
- 6.48 The report confirms that there is only very minimal encroachment into root protection areas by the proposed extension which is considered insignificant and would not be expected to cause any significant harm to the long-term health and viability of the trees. The report sets out measures to protect tree root protection areas during the development phase such as protective fencing identified to certain trees.
- 6.49 Overall the scheme is acceptable in terms of the relationship with trees and mitigation measures identified within the 'Site Tree Appraisal' report which can be secured through planning condition if deemed necessary. On this basis the development is in accordance with Core Strategy Policy SIE-3 and Section 15 of the NPPF.

Ecology

6.50 The application is supported by an Ecological Appraisal prepared by Rachel Hacking Ecology. The report establishes that site has a negligible level of ecological interest. Ecological features of interest include the main property and mature trees on the site only. No evidence of bat activity was found in the property and the mature trees offered no potential roosting features. No evidence of other protected species was found on the site. No further survey effort or protected species mitigation is recommended at this time. For the above reasons the development is in accordance with Core Strategy Policy CS8 and SIE-3, and relevant provisions of the NPPF.

Crime and Security Matters

6.51 The application proposal will enable the application building to be returned to active use. The conversion of the building will mean it will be occupied through the day and night-time and will likely increase passive surveillance along this part of Sandy Lane thereby minimising the potential for crime and anti-social behaviour. The application is supported by a Crime Impact Statement (CIS) prepared by Greater Manchester Police Design for Security. The Crime Impact Statement recognises a series of positive benefits associated with the scheme at section 3.3. The report also advises on a number of recommendations to enhance security which principally relate to enhancing boundary treatments. The proposals have been updated accordingly with recommended boundary treatments now shown on the latest proposed site plan.

6.52 Other standard security measures are also identified within the CIS in relation to doors & access controls, windows, glazing, lighting, CCTV and landscaping. These measures will be incorporated into the scheme where feasible.

6.53 The application is therefore consistent with requirements of the NPPF relating to improved safety and reduction of crime.

Flood Risk

6.54 The site is located in flood risk zone 1 of the Environment Agency Flood Map which is the lowest level of flood risk. The application scheme does not propose any increase in hardstanding which would increase flood risk on other land. On this basis the development complies with section 14 of the NPPF, saved UDP policy EP1.7 and Core Strategy policy SD-6.

Developer Obligations / Heads of Terms

6.55 In accordance with CS Policy SIE-2 and the Open Space Provision and Commuted Payments SPD, there is a requirement for a financial contribution towards the provision and maintenance of formal recreation and children's play space and facilities within the Borough to meet the need of residents of the proposed development. The contribution payable is dependent on the population capacity of the development, which is calculated as 16 (based on single occupancy of HMO bedrooms and no children within the development). This equates to a contribution of £14,416.

6.56 The appropriate contribution will be secured through a Section 106 agreement in accordance with the Council's requirements. Information sought by the Council to facilitate this is provided below:

- The company that holds 34 Sandy Lane is Greycap Limited (CRN: 13319124). The registration of the title in the name of Greycap is currently being progressed and confirmation will be provided in due course.
- The lender on the property is Together Commercial Finance Limited.
- The solicitors details for S106 matters are:

Robert Gambles
Stephensons
Wigan Investment Centre,

Wigan, WN3 5BA
Tel direct: 01094 277 4273
Email: rbg@stephensons.co.uk

- A letter is attached at Appendix 1 from Views confirming an undertaking in relation to Stockport Council's legal fees, up to a cost of £2,000.

7. Conclusion

- 7.1 The proposal accords with national and local planning policy guidance, conforming with Core Strategy policies, saved policies of the UDP and relevant supplementary planning documents/guidance.
- 7.2 The proposed scheme involves the refurbishment and conversion of a building located in an accessible and sustainable location. It will provide housing on previously developed land which will contribute to meeting housing need in the Borough and the Council's target for 90% of new housing to be provided on brownfield land. It will also provide a boost to local shops and businesses through increased footfall and spending by future residents. The development will provide economic, social and environmental benefits and constitutes sustainable development.
- 7.3 On this basis Paul Butler Associates are pleased to submit this planning application and look forward to working with the Council on progressing it through to a positive determination.

Appendix 1: Undertaking from Views relating to S106 Legal Fees

VIEWS

6 March 2023

The Fred Perry House
Edward Street
Stockport
SK1 3UR

Re Planning Application, 34 Sandy Lane, Romiley, SK6 4NH, S106 Legal Fees

Dear sir / madam,

Please take this letter as an undertaking in relation to Stockport Councils' s legal fees, up to a cost of £2,000, in relation to preparing and execution of a S106 agreement associated with our planning application for 34 Sandy Lane in Romiley.

Yours faithfully



Patrick Sheridan

Patrick.sheridan@views.co.uk

For and on behalf of Views Holdings Ltd

Adullam, London Road, Macclesfield, SK10 4DU

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