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Planning, Development & Heritage Consultants

TP Portfolio Ltd

220 – 222 Wellington Road South,
Stockport, SK2 6RS

Planning Statement

February 2024

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1. Introduction

- 1.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of TP Portfolio Ltd. The statement has been provided in support of a full planning application for a residential development at 220 – 222 Wellington Road South, Stockport. The application description of development is ‘Conversion, refurbishment and extension of 220 Wellington Road South and 222 Wellington Road South to provide a 12 bed HMO (sui generis use) and a 13 bed HMO (sui generis use) respectively together with associated car parking, bin and bike storage’.
- 1.2 The development will provide a good standard of HMO accommodation for residents and will provide much needed high quality accommodation in a highly sustainable and accessible location within close proximity to Stockport Town Centre, helping to support existing shops, services and businesses.
- 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.
- 1.4 The application should be read alongside a series of drawings prepared by Createitstudios and the following documents:
- Crime Impact Statement prepared by Greater Manchester Police Design for Security.

- Highway Technical Note prepared by Focus Transport Planning (with Figures and Appendices).
- Indoor Sound Survey Report prepared by Lighthouse Acoustics.
- MA3051 Acoustic Wall Ventilator product specification.
- Air Quality Assessment prepared by NJD Environmental Associates.
- Small Scale Energy Statement.
- Daytime Bat Survey prepared by Rachel Hacking Ecology.

2. The Application Site and Surrounding Area

- 2.1 The subject site is located at 220 – 222 Wellington Road South, Stockport, SK2 6RS (see figure 1 below). The site is irregular in shape and approximately 0.12 hectares. It is located on the west side of Wellington Road South (A6) and is bounded by a residential dwelling and flats to the west, Lyme Grove to the north and Lowfield Road to the south. On the opposite side of Wellington Road South is a 10 storey office building.
- 2.2 220 Wellington Road South currently comprises 1 x 1 bed ground floor self-contained apartment and 6 x HMO bedrooms, with 222 Wellington Road South currently comprising 1 x 1 bed apartment on the top floor and 7 x HMO bedrooms, although the planning history for the building is somewhat unclear. This planning application will therefore act to regularise the use of the building.

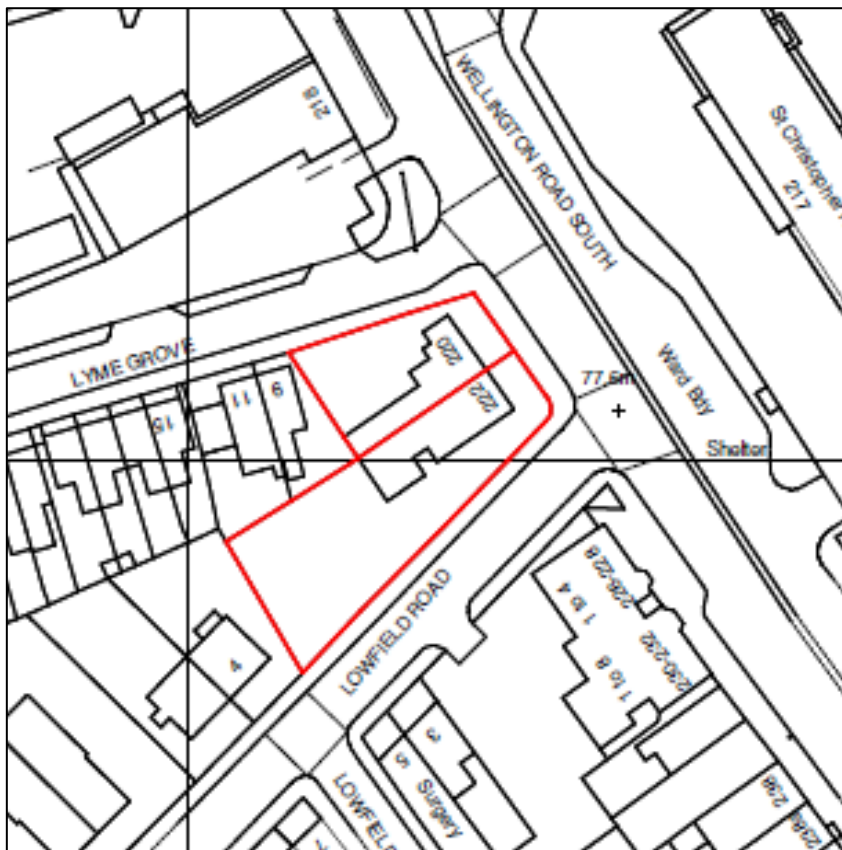


Figure 1: Site Location Plan.

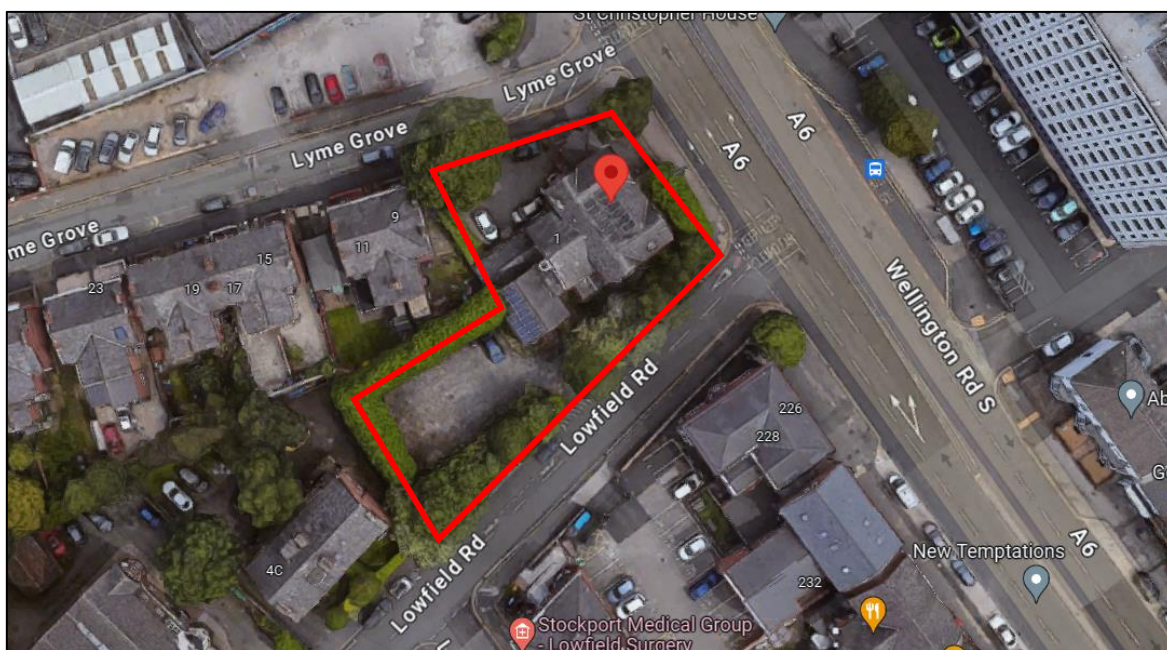


Figure 2: Aerial view of 220 – 222 Wellington Road South (approximate site boundary outlined red).

2.3 From council tax records and HMO licence records we can see the properties began operating as a number of residential units and were licensed as HMOs on 1st April 2013 and 18th May 2015. The table below sets out the dates when council tax and HMO licensing began for each property,

220 Wellington Road South	222 Wellington Road South
Planning History	
December 2013	August 2012
Planning permission granted for change of use from office to a single dwelling.	Planning permission granted for change of use from office to a single dwelling.
Council Tax	
16 February 2015	16 November 2012
Council tax starts for main house as a dwelling.	Council tax starts for main house as a dwelling.
4 March 2016	16 November 2012
Council tax starts for an independent dwelling at the rear.	Council tax starts for an independent flat on the second floor.
HMO licence history	

<ul style="list-style-type: none"> • 1st June 2020 HMO Licence ref: 20/01521/HMOLIC • 18 May 2015 HMO Licence ref: 459909 <p>HMO licence runs for 5 years</p>	<ul style="list-style-type: none"> • 1st April 2018 HMO Licence ref: 18/01677/HAK • 1st April 2013 HMO Licence ref: 424787 <p>HMO licence runs for 5 years</p>
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2.4 The site comprises a pair of semi-detached properties which were originally built as single dwellings. They are three storeys above basement and are constructed of red brick with stone detailing beneath steep pitched slate roofs. Both buildings have been extended to the rear with single storey additions. The properties are set behind stone and brick boundary walls. Each property has pedestrian access from Wellington Road South, with separate vehicular access to tarmacked parking areas located to the rear / side.



Figure 3: View of 220 – 222 Wellington Road South from Wellington Road South.



Figure 4: View of north elevation of 220 Wellington Road South from Lyme Grove.



Figure 5: Partial view of south elevation of 222 Wellington Road South from Lowfield Road.



Figure 6: View of hardstanding located to the rear of 222 Wellington Road South.

- 2.5 The site is located approximately 65m to the south of the boundary of Stockport Town Centre. The immediate surrounding area is mixed in character and includes a mix of housing comprising detached, semi-detached and flats, which range in age. Commercial properties include offices and retail premises.
- 2.6 The site is well connected by both private and public transport. Its proximity to Stockport Town Centre means that numerous services and amenities are all within walking distance of the properties. The properties are close to high frequency bus stops on the A6. Stockport Railway Station is approximately 700m to the north and is on the Westcoast mainline, with services to major cities and Manchester Piccadilly accessible in under 10 minutes. Junction 1 of the M60 Motorway is located approximately 1.5Km to the north west.
- 2.7 There are no site specific planning policy designations relating to the site. The site is located partially within an Air Quality Management Area and lies within Flood Zone 1 which is the lowest level of risk. There are no TPOs affecting 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.

Reference No. and Address	Proposal	Decision and Date
J/9541 222 Wellington Road South	Change of use from doctors surgery to offices.	Approved 16 Aug 1977
J/13407 222 Wellington Road South	Car park and landscaping.	Approved 11 Jan 1979
J/11537 222 Wellington Road South	Rebuilding derelict building and removal of one wall.	Approved 25 Apr 1978
DC/011444 220 Wellington Road South	Change of use from offices to advice centre for the Wellspring Charity together with the construction of disabled person's ramp.	Approved 24 July 2003
DC/012720 220/222 Wellington Road South	Demolition of 220/222 Wellington Road South and construction of four storey building to form 16 self contained flats	Refused 20 Nov 2003
DC/017205 220/222 Wellington Road South	Demolition of existing rear extension, construction of new rear extension and conversion into 12 No. self contained dwellings.	Approved 22 Mar 2005
DC/049848 220 Wellington Road South	The material change in the use of the land from a car park associated with 220 Wellington Road South, to a use for the display of and sale of motor vehicles.	Refused 24 Jul 2012
DC/049849 222 Wellington Road South	Change of use from office to residential property.	Approved 31 Aug 2012
DC/053262	Change of use from office (Use Class B1) to single residential dwelling (Use Class C3)	Approved 4 Dec 2013

220 Wellington Road South		
DC/063176 Land To The Rear Of 222 Wellington Road South	Erection of 3 no dwellings to land at the rear of 222 Wellington Road North, Stockport.	Withdrawn 22 Dec 2016
DC/065934 Land To The Rear Of 222 Wellington Road South	Resubmission of DC/063176, Erection of 2 no. dwellings to land to the rear of 222 Wellington Road South.	Refused 20 Jul 2017
DC/090308 220 - 222 Wellington Road South Stockport	Conversion and refurbishment of 220 Wellington Road South as a 9 bed HMO (sui generis use) and 222 Wellington Road South as a 10 bed HMO together with associated car parking, bin and bike storage.	Application validated 13 November 2023 Pending determination

Further Discussion on Site History

3.2 The applicant has researched the history of use at the property and their rates consultant has investigated the records. From this research the following has been established:

220 Wellington Road South – rates deleted from 28 February 2015

3.3 It is evidenced that No. 220 previously comprised multiple small office across the ground, first and second floor which were all deleted from the Rating List with effect from 28/02/2015 as they were deemed to be domestic.

3.4 This aligns with the date when the property began to be payable for No. 222 – 16th February 2015.

No. 222 Wellington Road South – rates deleted from 16 November 2012

3.5 No. 222 was deleted with effect from 16/11/2012 from the Rating List as it was deemed to be domestic.

3.6 This aligns with the date when the property began to be liable for council tax – 16 November 2012.

3.7 The above information is further supported by Google Streetview images provided at Appendix 2 which show residential letting boards through the period of residential use from April 2015.

4. The Proposed Scheme

- 4.1 The application proposal is for 'Conversion, refurbishment and extension of 220 Wellington Road South and 222 Wellington Road South to provide a 12 bed HMO (sui generis use) and a 13 bed HMO (sui generis use) respectively together with associated car parking, bin and bike storage'. As noted previously the properties already comprise HMO use with some reconfiguration proposed as part of the application.
- 4.2 All proposed bedrooms have been designed in accordance with Stockport's 'HMO Recommended Standards' document. As part of the application the properties will be refurbished and upgraded to provide a higher quality standard of accommodation, with extensions to the rear also proposed, replacing existing low quality additions.
- 4.3 Internally, 220 Wellington Road South will comprise a kitchen, lounge/diner, and five ensuite bedrooms on the ground floor. Five ensuite bedrooms will be provide at first floor level, with a further two ensuite bedrooms on the second floor. Externally the property will have three car parking spaces and enclosed bin stores located within the tarmacked area to the side / rear of the building. The existing access from Lyme Grove is retained, with existing trees / vegetation and boundary treatments also unaffected.
- 4.4 Internally, 222 Wellington Road South will comprise a kitchen / diner, five ensuite bedrooms on the ground floor; six ensuite bedrooms on the first floor and a further two ensuite bedrooms on the second floor. Externally the property will have 10 car parking spaces and a secure covered cycle store with space for 25 bikes (to be provided for the whole property) provided within the tarmacked area to the side / rear of the building. An enclosed bin store is also provided. The existing access from Lowfield Road is retained, with existing trees / vegetation and boundary treatments also unaffected.
- 4.5 As part of the proposals 220 and 222 will be extended to the rear with existing low quality / ad hoc structures removed. The new extension will be part single and part two storey, with the single storey element located to the north, adjacent to the site boundary. The extension has been sensitively designed to ensure that it is subservient to the main element of the property which fronts Wellington Road South. This is achieved through a hipped roof form

which comprises two elements ensuring the ridge sits well below the main roof. The extension will reflect the existing architectural character of the property with vertically proportioned windows, red brick elevations and a slate pitched roof.

- 4.6 The HMOs will be targeted at private residents seeking an affordable but high quality housing solution in the local area. These might be key workers that work within the Stockport area; may be on lower wages; and are single and not able afford to rent and pay all the bills associated with a 1 bed apartment. A property manager will be employed and will visit the properties each day to check on the cleaning of common areas and making sure the bin stores are being kept tidy. A cleaning company will also be appointed to regularly clean bathrooms, kitchens and communal areas, and ensure the bin stores are kept clean and organised.

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 that 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 Ensuring the vitality of town centres (Chapter 7) – advises that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Amongst other things it advises that planning policies should recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.
- 5.12 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.
- 5.13 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.

- 5.14 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.
- 5.15 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.
- 5.16 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.
- 5.17 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.

5.18 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 130 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.

5.19 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.

- 5.20 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.
- 5.21 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

- 5.22 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)

- 5.23 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.
- AED-6 'Employment Sites Outside Protected Employment Areas' states that proposals for the change of use or redevelopment of employment sites outside designated employment areas which result in the loss of that use will not normally be permitted unless:
 - a. it can be demonstrated that the site is no longer viable as an employment use;
 - b. the proposal will not adversely affect the operations of neighbouring premises;
 - c. the loss of employment land would not lead to significantly longer journey to work patterns; and
 - d. the development does not conflict with other policies.
- 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.

5.24 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)

5.25 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 with the properties currently HMOs and likely office use prior to this]

- 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.

5.26 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)

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

- 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)

5.28 The proposed scheme has been designed in accordance with relevant 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
- Compliance with Employment Policy
- 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
- Air Quality
- Developer Obligations

Principle of Development

6.2 It is understood that the subject properties have been used for HMO use for a number of years although there is no clear planning history. The current application is seeking to address this situation and ensure the use of the properties is regularised.

6.3 The site is located approximately 65m to the south of the boundary of Stockport Town Centre and the immediate surrounding area is mixed in character and includes a mix of housing comprising detached, semi-detached and flats, which range in age. The site's location means there is excellent access to the range of shops, amenities and facilities provided in the Town Centre. Section 7 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 Stockport Town Centre.

- 6.4 The site's location also means that public transport is excellent, with high frequency bus services running along the A6 and Stockport Railway Station located approximately 700m away. This excellent level of accessibility makes the site ideal for HMO use and means that residents have quick and convenient access to a wide range of shops, amenities leisure facilities and employment opportunities within Stockport and the wider Greater Manchester region.
- 6.5 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 25 HMO units in total 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 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.
- 6.7 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.

- 6.8 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. As confirmed above the site is in an extremely sustainable and accessible location thus in accordance with this policy.
- 6.9 The scheme will provide a total of 25 HMO bedrooms. This accommodation 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 and beyond, on lower wages and single, and who could not afford to rent and pay all the bills associated with a 1 bed apartment.
- 6.10 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 the application site 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 February 2024 and did not identify any applications for HMO within at least 100m of the subject site.
- 6.11 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;*
- 6.12 The application site comprises two adjoining properties and the scheme will provide a total of 25 HMO bedrooms. The application does not result in more than two HMOs adjoining thus

is in accordance with point (i). The site has frontage to Wellington Road South, Lyme Grove and Lowfield Road and this characteristic means that the access, car parking and service arrangements associated with the properties are spread out across these roads and will not result in an intensive nature of activity / use which point (i) is principally associated with controlling. None of the other adjacent properties to the north, south or west are existing HMOs.

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

6.13 The adjacent property to the south comprises flats at 226 Wellington Road South and to the north a decorating trade shop at 218 Wellington Road South. To the west are flats within a converted property on Lowfield Road and a private dwelling on Lyme Grove (No.9). The adjacent property to No.9 Lyme Grove is a private dwelling. On this basis point (ii) is complied with.

(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;

6.14 The site is located within close proximity to Stockport Town Centre and in a location 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 ;

6.15 The existing characteristics of the properties mean that they do not include rear gardens, with space at the site and rear comprising car parking and space for storage of bins and bikes. Notwithstanding this it is noted that it is not unusual for sites in highly accessible and sustainable locations not to accommodate private external amenity space. It is however noted that the site has good access to public parks including Cale Green Park and St Thomas's Recreation Ground both within a short walking distance.

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

6.16 Dedicated stores to accommodate bins for refuse and recyclable waste will be provided at the rear of the property. This is conveniently located for servicing and will be screened within dedicated stores.

(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*

6.17 The site provides parking for 13 cars for 25 residents which complies with the above policy. No new hardstanding is proposed as part of the application. Further discussion of highway matters is provided later in this statement.

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

6.18 The application is supported by an Indoor Sound Survey Report prepared by Lighthouse Acoustics. This has measured noise levels within an existing bedroom overlooking Wellington Road South to assess typical indoor sound levels in the most sensitive room on the worst case façade of the building. The measured indoor daytime and night-time sound levels due to external sound break-in achieve the sound levels for bedrooms as specified in BS 8233:2014, "Guidance on sound insulation and noise reduction for buildings". On this basis internal noise levels are appropriate and satisfy point (vii).

6.19 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.

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

- Redevelopment of existing properties and previously developed land which will help to address housing demand in Stockport and reduce pressure to develop greenfield and Green Belt sites.
- The provision of a well-designed extension which respects the existing character and appearance of the building and does not affect the amenity of any nearby properties.
- 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 Stockport.
- 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.

6.21 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.

Compliance with Employment Policy

6.22 The rates information previously discussed at Section 2 and Google Streetview images (provided at Appendix 2) demonstrate that the property has been in residential use for a period of years (11+ and 8+ years respectively). The property therefore does not make any current contribution to the employment land supply in the Borough.

- 6.23 Notwithstanding this, as requested a review against Core Strategy Policy AED-6 'Employment Sites Outside Protected Employment Areas' has been provided below. At a national level, Paragraph 127 of the NPPF is relevant and advises that:
- 6.24 'Local planning authorities should also 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:
- a) 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; and
 - b) make more effective use of sites that provide community services such as schools and hospitals, provided this maintains or improves the quality of service provision and access to open space'.
- 6.25 In line with Paragraph 11d of the NPPF, Policy AED-6 is considered out of date as it is not in conformity with Paragraph 127 NPPF.
- 6.26 In relation to Paragraph 127 it is noted that the scheme will provide accommodation for 25 people. This accommodation 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 and beyond, on lower wages and single, and who could not afford to rent and pay all the bills associated with a 1 bed apartment.
- 6.27 Stockport Council's Housing Land Supply Position Statement 2023 advises that the Council are currently unable to meet their five year supply of housing land (with buffer), therefore confirming a need for housing in the Borough (4.2 years are identified). Given this undersupply of land for housing it is confirm that applications for housing should be determined more favourably. The application proposal will enable existing housing to be retained (and increased) in the Borough and allow for total occupation by 25 people, which makes a positive contribution to meeting housing demand. The presence of residential

properties directly to the south of the site further supports residential use at the application site.

- 6.28 Having regard to the above it is confirmed that the application proposal will meet an 'identified development need'.
- 6.29 Part a of Paragraph 127 of the NPPF confirms that the use of employment land for housing should be supported, provided this would not undermine key economic sectors or sites, or the vitality and viability of town centres.
- 6.30 It is noted that 220 and 222 were constructed as residential dwellings and would have been grand Victorian villas. Although both properties are currently in use as residential accommodation it is recognised that they have previously comprised office accommodation and used car sales. The format of the accommodation, with a cellular layout spread over three floors possess constraints for office related uses, with many business / office operators preferring larger floorplates and open plan spaces. Office tenants are increasingly wanting higher quality modern spaces which provide a high quality working environment which contributes to staff wellbeing, as well as providing improved environmental credentials / sustainability benefits. The lack of disabled access within and through the building, and difficulties accommodating this would be a further constraint.
- 6.31 Notwithstanding the current residential use, the degree of investment and refurbishment that would be required to meet modern office occupier requirements means that this is not a viable or realistic proposition, especially given the site's location outside (but on the periphery) of the Town Centre. Historic Streetview images from the time when the site was in employment related use show 'To let' boards which suggest that there were difficulties finding occupiers for the space when it was in employment related use. This almost certainly influenced the previous owner's decision to convert the properties to residential.
- 6.32 The application buildings are limited in size and even if employment use was to be a realistic proposition they would represent a very modest contribution to the office supply of the Borough. On this basis residential conversion cannot be regarded as 'undermining a key

economic sector or site'. Property websites also confirm that there is an extensive supply of office accommodation throughout Stockport which varies in location, format and cost etc.

- 6.33 The site is not located within the designated Town Centre of Stockport but is located close to the boundary. The residential use of the properties, as opposed to office / employment related use, is not considered to have any material impact on the vitality and viability of the Town Centre. Indeed it is considered that residential use is likely to be more beneficial to the vitality and viability of the Town Centre through increased footfall and consumer spending by residents.
- 6.34 In conclusion it is demonstrated that the proposal is wholly consistent with Paragraph 127 of the NPPF in that it will provide much needed homes in areas of high housing demand, and that this would not affect key economic sectors or sites or the vitality and viability of town centres. The application proposal is consistent with other policies of the NPPF and will deliver a series of positive planning benefits, as identified within this Planning Statement, which further weigh positively in support of the application.

Design

- 4.7 As part of the proposals 220 and 222 will be extended to the rear with existing low quality / ad hoc structures removed. The new extension will be part single and part two storey, with the single storey element located to the north, adjacent to the site boundary. The extension has been sensitively designed to ensure that it is subservient to the main element of the property which fronts Wellington Road South. This is achieved through a hipped roof form which comprises two elements ensuring the ridge sits well below the main roof. The extension will reflect the existing architectural character of the property with vertically proportioned windows, red brick elevations and a slate pitched roof.
- 6.35 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.

- 6.36 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

- 6.37 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

- 6.38 The application properties are located in a mixed use area where residential use is acceptable in principle and is already established within the buildings. The adjacent properties to the west are in residential use and the HMOs are compatible with these surroundings uses. There are no residential uses adjoining the site or other uses which would not be compatible with HMO use.
- 6.39 The scheme will utilise existing accesses and largely make use of existing windows to the property. To the north / rear of the building an extension is proposed following the removal of existing low quality / ad hoc additions. The extension has been carefully designed to avoid any adverse impacts and ensure the amenity of residents of the dwellings to the north is safeguarded.
- 6.40 The extension is only single storey adjacent to the north boundary which reflects the existing position at 222 Wellington Road South. This single storey element will have a mono-pitched roof which minimises its scale. The two storey element of the extension is then set away from the north boundary. This arrangement avoids adverse amenity impacts in terms of overshadowing, loss of light or overbearing impacts. It is further highlighted that the roof design to the main two storey element of the extension comprises two hipped roof elements which further helps to minimise the scale / massing of the extension and avoid any impacts. The extension does not have any windows to the north elevation at first floor level and

therefore avoids overlooking and potential impact in terms of privacy in this direction. In more general terms the design of the extension is sympathetic to the appearance of the existing building and is considered to enhance the visual amenity of the surroundings.

6.41 The proposed scheme will have car parking areas located to the rear and side of the buildings. These parking areas are established and have been previously used for car parking whilst the buildings have accommodated a range of uses. The existing accesses from Lyme Grove and Lowfield Road are also to be retained. The proposed scheme is not anticipated to generate a substantive level of travel and would not result in a 'severe' change in local highway network operational conditions having regard to the policy test set out in the NPPF. On this basis vehicle movements associated with the development will not be associated with any adverse amenity impact.

Proposed Dwellings

6.42 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. All bedrooms are well-proportioned and have ensembles.

6.43 It should also be noted that 2 x HMOs of this size will require a licence from the Council under the Housing Act 2004. The HMOs 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.

6.44 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. As noted previously, future residents will also have good access to public amenity areas including Cale Green Park and St Thomas's Recreation Ground, whilst Stockport Town Centre provides a broad range of amenities and leisure opportunities.

- 6.45 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; and Saved UDP Policy EP1.10.

Sustainable Development: Economic, Social and Environmental Benefits

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

Economic Benefits

- 6.47 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. Confirming the lawful HMO use of the properties 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 refurbishment and extension work, future retailers/businesses nearby and in Stockport Town Centre will benefit from footfall and spending in the local community.

Social Benefits

- 6.48 The site is located within close proximity to Stockport Town 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

6.49 The proposed scheme will have significant environmental benefits since it contributes to 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. As part of the refurbishment / extension the scheme will involve the installation of an energy efficient heating system and appliances which will minimise carbon emissions, whilst the buildings have PV panels contributing to overall sustainability. An Energy Statement has been submitted as part of the application.

Highways, Accessibility, Parking and Servicing

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

6.51 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 (i.e. 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 resident cycle stores with space for 25 bikes in total which will help to promote sustainable travel patterns.

6.52 Notwithstanding the above, and in recognition of Saved UDP policy CDH1.4, the proposed development will provide space for 13 cars. This readily complies with the requirement for 0.5 spaces per HMO bedroom. Four of the spaces will have EV charging points installed and details of this can be provided at condition discharge stage should planning permission be granted.

6.53 In addition to complying with the Council's policy requirement it is also noted that there are existing on-street parking controls covering the immediate sections of Lyme Grove and Lowfield Road to ensure that no overspill on-street parking would occur from residents at the

site, whilst the highly sustainable and accessible location of the site mean car ownership is less likely. It is also recognised that HMO residents are typically less likely to own a car. Further discussion on highway matters is provided within the Highway Technical Note prepared by Focus Transport Planning.

- 6.54 In terms of bin collections, this will take place from Lyme Grove which reflects the existing arrangement. Waste collection vehicles will temporarily stop outside the site on the highway 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 enclosed bin stores 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.
- 6.55 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.
- 6.56 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

- 6.57 The site includes existing mature hedging and trees around the site. These are all to be retained and unaffected by the application works. On this basis the development is consistent with Core Strategy Policy SIE-3 and Section 15 of the NPPF.

Ecology

- 6.58 No trees or vegetation are identified for removal as part of the proposal. As part of the rear extension there will be some demolition of existing structures / extensions.
- 6.59 Accordingly a bat survey has been undertaken with recommendations and mitigation identified. The report confirms that the surrounding habitat is relatively and the site contains very few features which could be used by bats. The report therefore confirms that the proposed development is unlikely to result in any impacts to bats and no further survey work or mitigation is required.
- 6.60 For the above reasons the development is in accordance with Core Strategy Policy CS8 and SIE-3, and relevant provisions of the NPPF in terms of ecology implications.

Crime and Security Matters

- 6.61 The application is supported by a Crime Impact Statement (CIS) prepared by Greater Manchester Police Design for Security. The CIS 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 relating to doors & access controls, windows, glazing, lighting, CCTV and landscaping. These measures will be incorporated into the scheme where feasible.
- 6.62 On the basis that the recommendations of the CIS are complied with the application will therefore be considered consistent with requirements of the NPPF relating to safety and reduction of crime.

Flood Risk

- 6.63 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. Any drainage matters can be

addressed through compliance with building regulations or through planning condition. On this basis the development complies with section 14 of the NPPF, saved UDP policy EP1.7 and Core Strategy policy SD-6.

Air Quality

- 6.64 The application site is located partly within an Air Quality Management Area. The application is therefore supported by an Air Quality Assessment prepared by NJD Environmental Associates.
- 6.65 The report confirms that no external demolition, earthworks, construction or trackout will be associated with the scheme. The potential dust emission magnitude for dust and PM10 sources is considered to be negligible, with an effect that is not significant, in accordance with the IAQM guidance. As such, no further assessment is required.
- 6.66 The development traffic flows are calculated as less than 100 average annual daily traffic and with the low background concentrations, the Proposed Development itself will not have a significant impact on local air quality. The residual effect of air quality on future occupants of the Proposed Development is therefore, judged to be not significant. As such, the implementation of additional mitigation measures is not required. The Site is considered to be suitable for the intended end use and there is no requirement for further assessment of potential air quality effects associated with the Proposed Development. Based on the results of the Air Quality Assessment it is concluded that air quality should not be a prohibitive factor in the determination of the planning application.

Developer Obligations / Heads of Terms

- 6.67 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 25 (based on single occupancy of HMO bedrooms and no children within the development). This equates to a contribution of £22,525.

6.68 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 220 – 222 Wellington Road South is TP Portfolio Limited (CRN: 14502259), Suite 4, Adullam, London Road, Adlington, SK10 4DU. The freehold is owned by a company called: Fairhold Huddersfield Ltd, Berkeley House, 304 Regents Park Road, London, N3 2JX
- The solicitor's details for S106 matters are:

David Baybut
Stephensons Solicitors LLP
Wigan Investment Centre, Waterside Drive, WN3 5BA,
Email: dba@stephensons.co.uk

- A letter is attached at Appendix 1 from TP Portfolio Ltd 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, conversion and extension of two properties 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 TP Portfolio Limited relating to S106 Legal Fees

VIEWS

10 November 2023

The Fred Perry House
Edward Street
Stockport
SK1 3UR

Re Planning Application, 220 & 222 Wellington Road South, SK2 6RS, 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 TP Portfolio's planning application for 220 & 222 Wellington Road South in Stockport.

Yours faithfully



Patrick Sheridan

Patrick.sheridan@views.co.uk

For and on behalf of Views Holdings Ltd

Adullam, London Road, Macclesfield, SK10 4DU

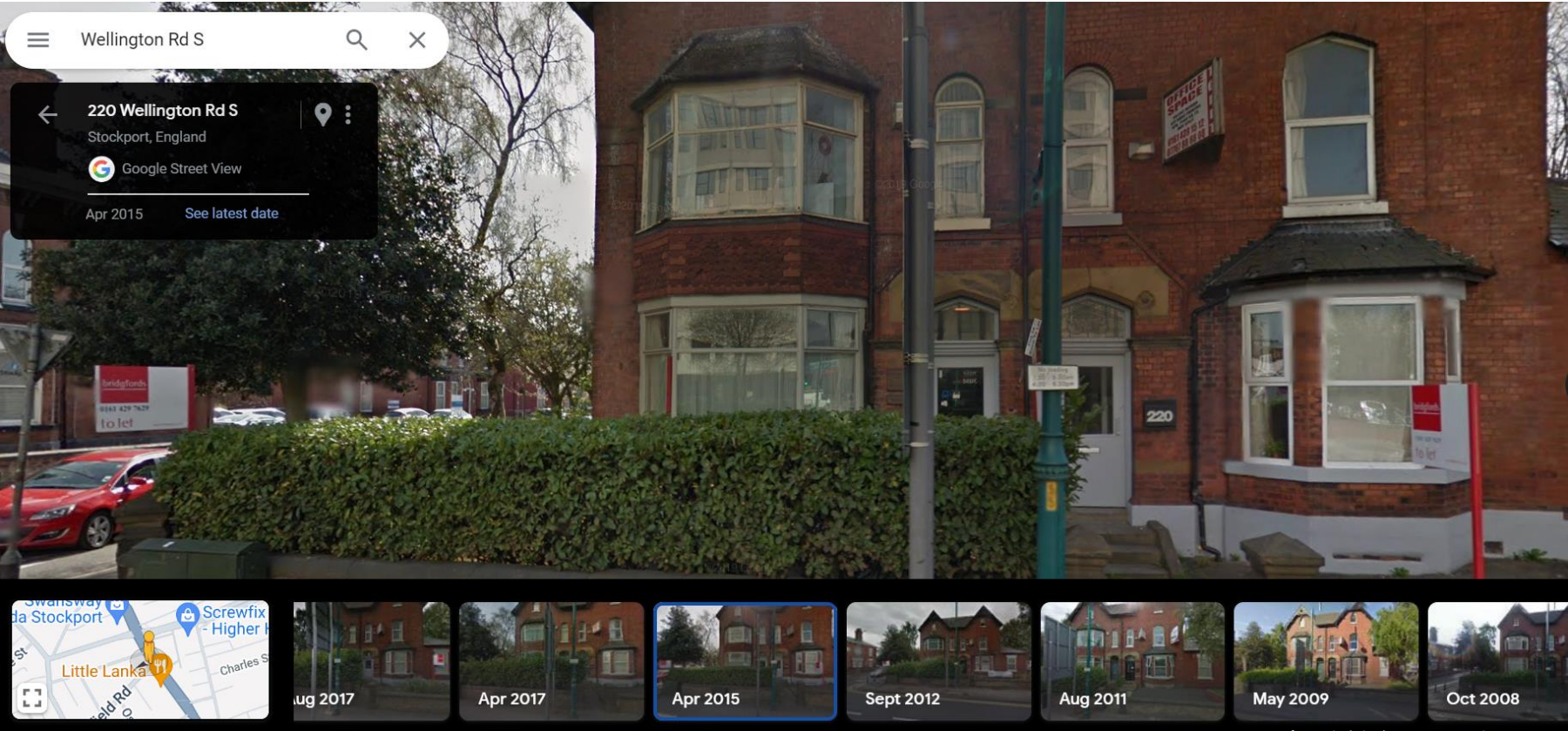
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44 (0)161 974 6534

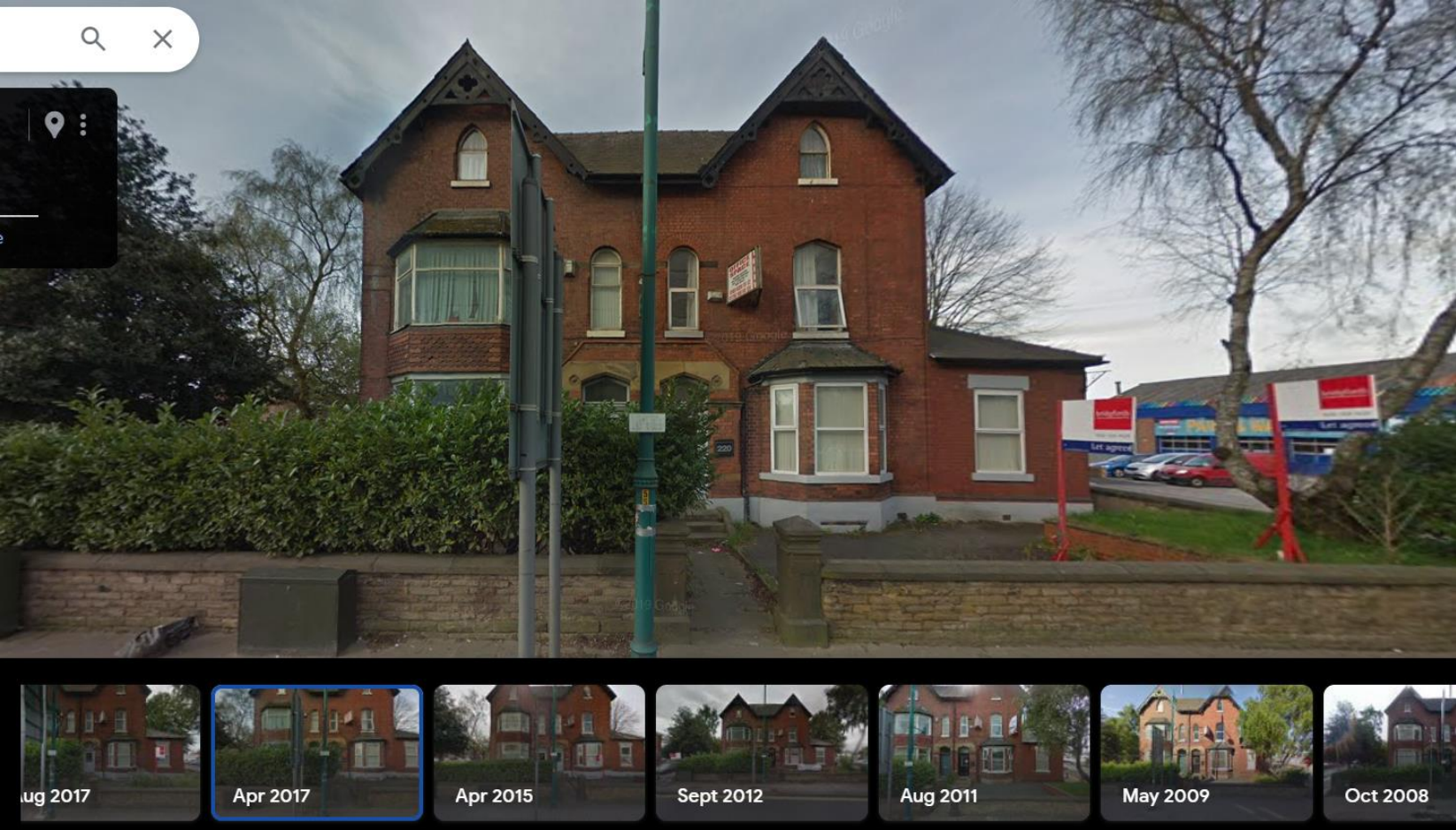
views.co.uk

Appendix 2: Google Streetview images showing residential letting boards

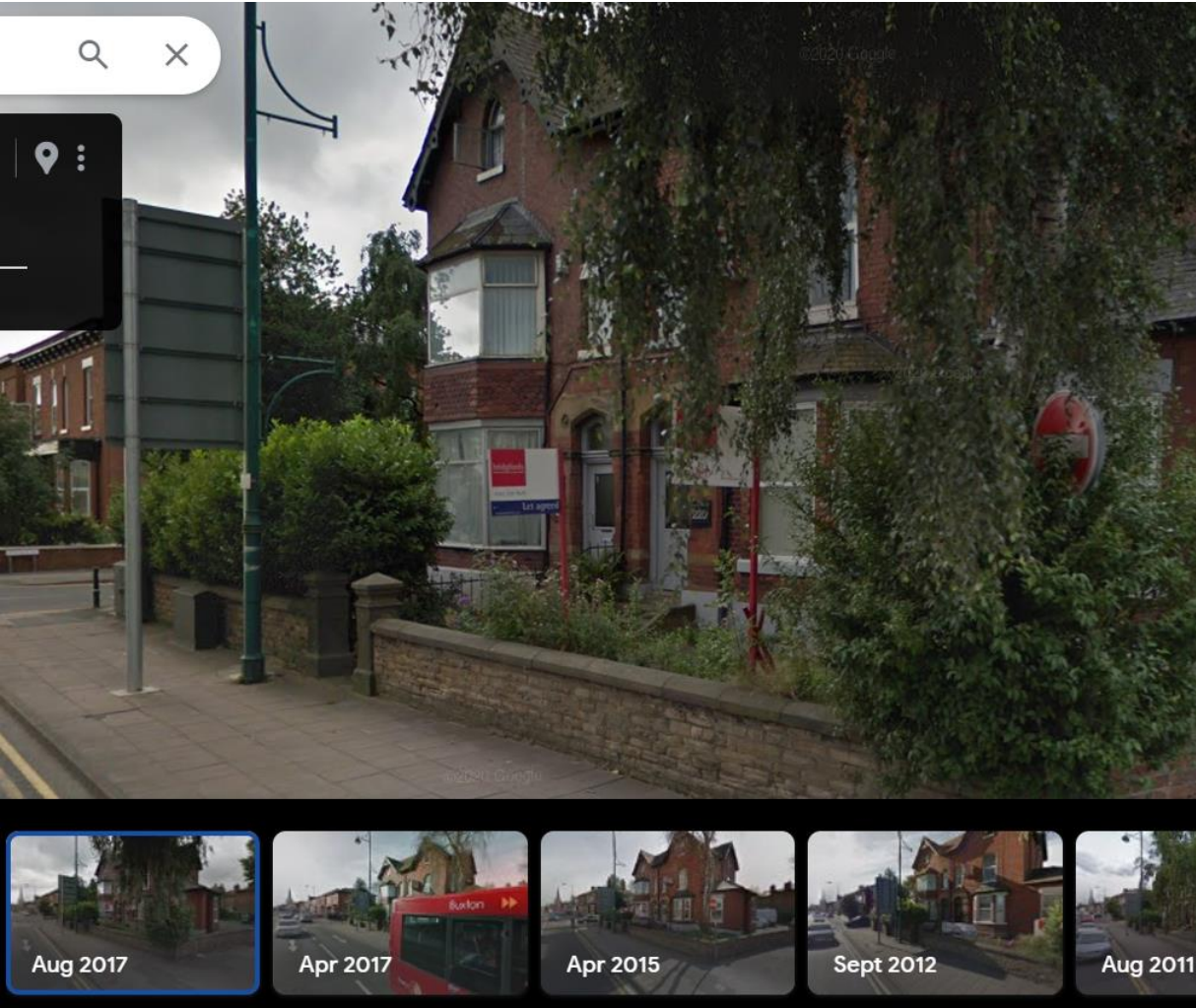
April 2015 - Google Street View - both properties have Bridgfords to Let signs outside 220.



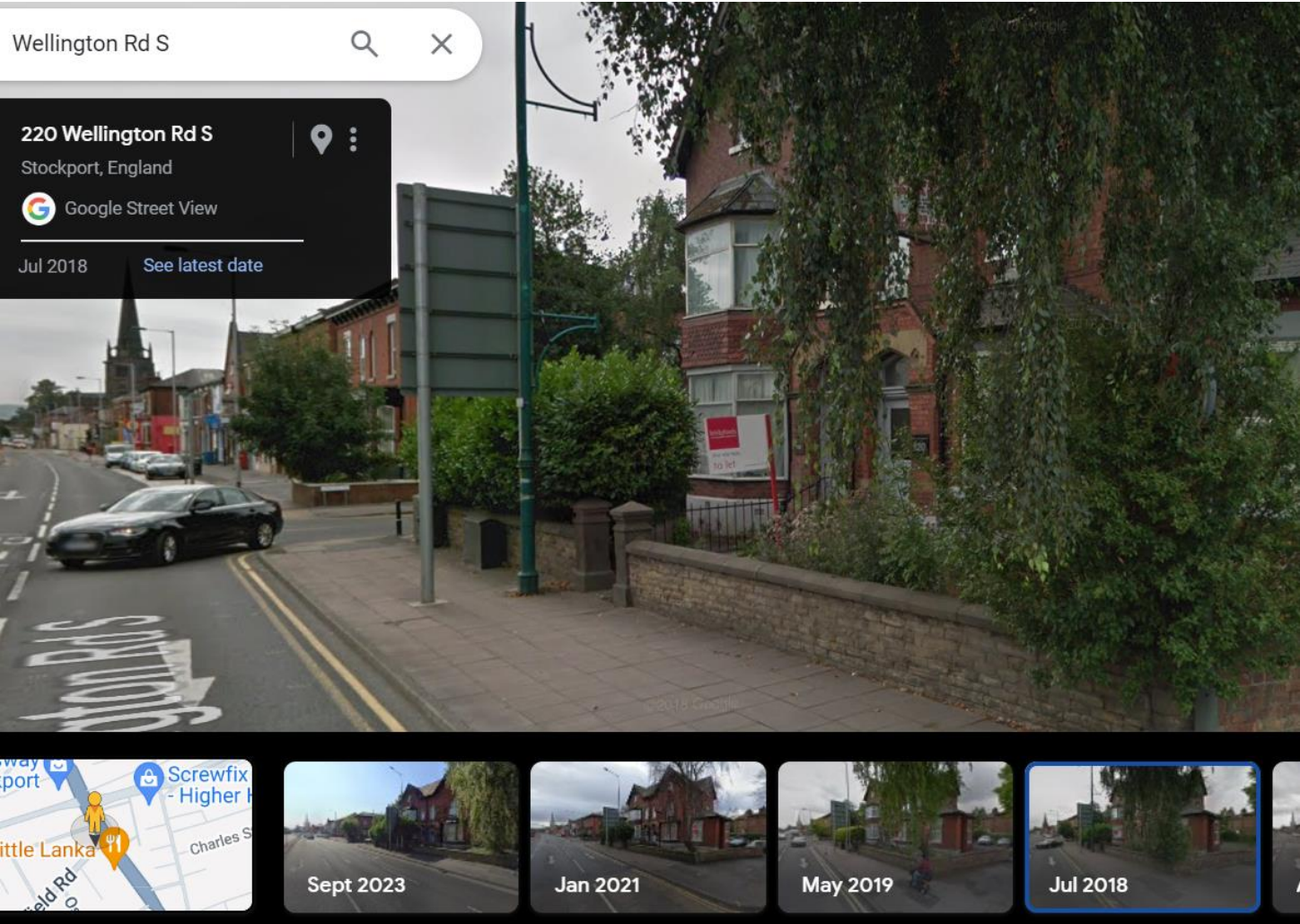
April 2017 - Google Street View - Bridgfords to Let signs outside number 220.



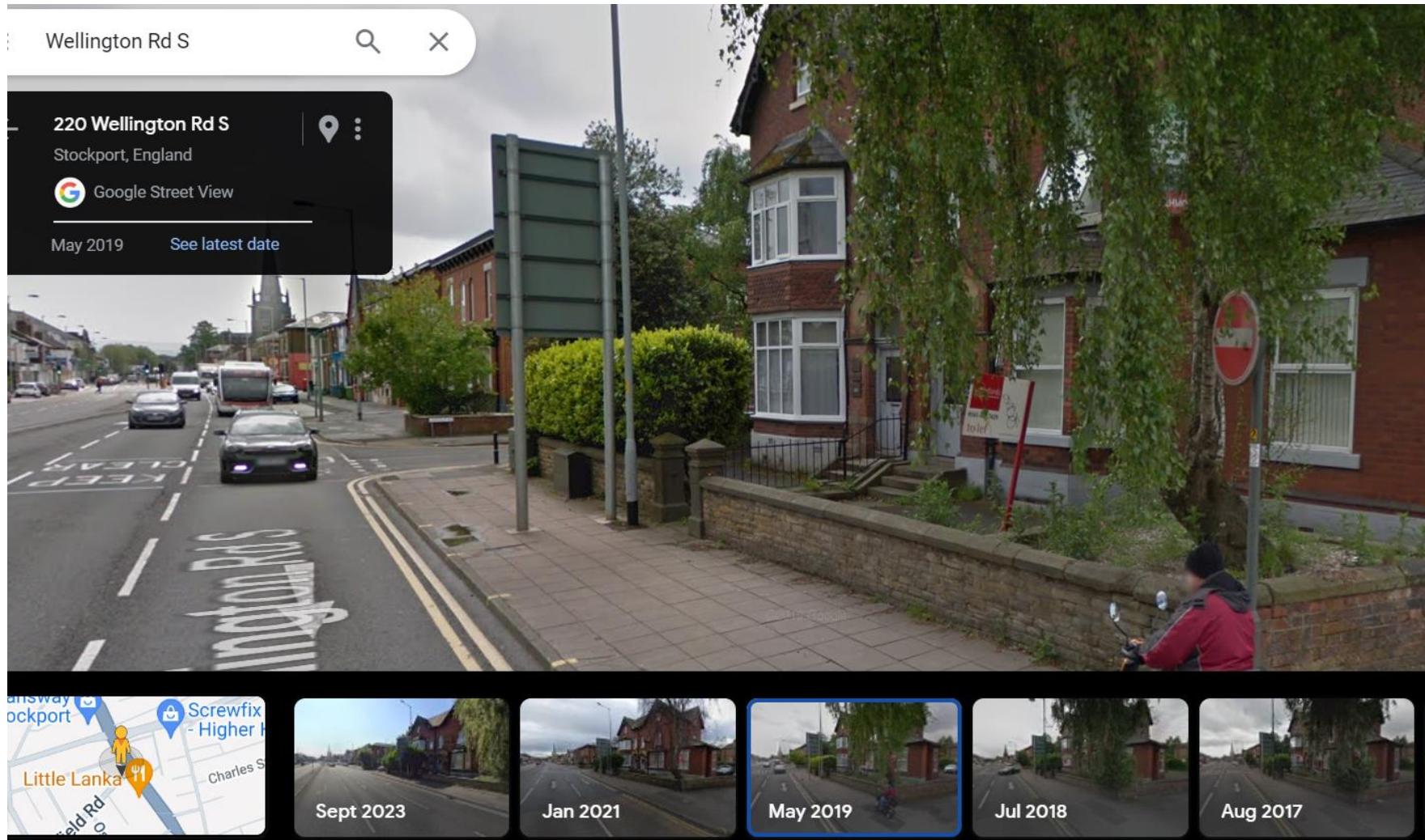
August 2017 - Google Street View - Bridgfords to Let signs outside number 220.



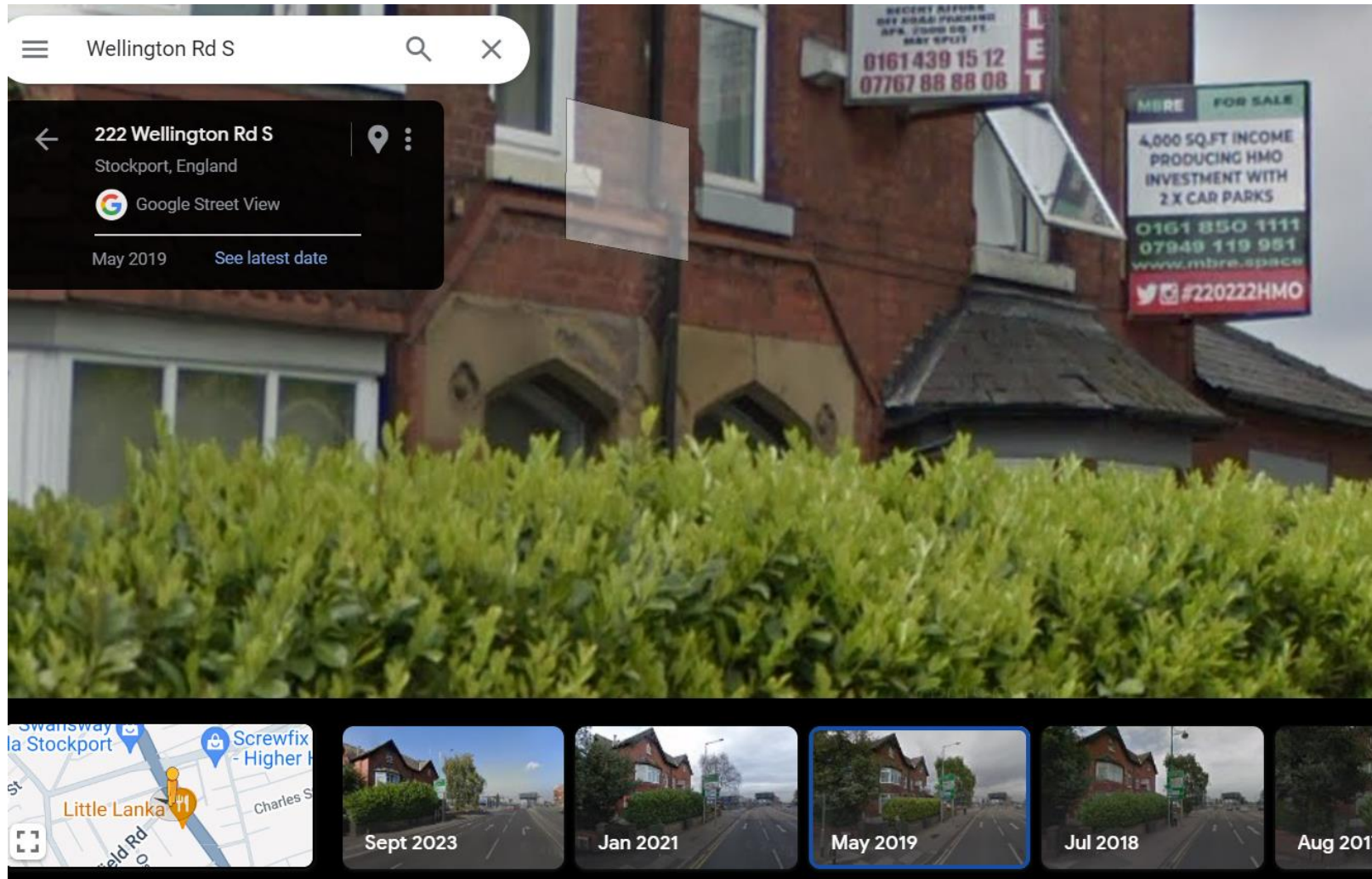
Jul 2018 - Google Street View - Bridgfords to Let signs outside number 220.



May 2019 - Google Street View - Bridgfords to Let signs outside number 220.



May 2019 – Google Street View - for sale sign declaring the HMO use.



January 2021 – Google Street View - Bridgfords to Let sign outside 222.

