

Application No: 19/4475M

Location: 20, EATON DRIVE, ALDERLEY EDGE, CHESHIRE, SK9 7RA

Proposal: New Dwelling in the curtilage of 20 Eaton Drive

Applicant: Mr Craig Jones, the-cave.co.uk

Expiry Date: 28-Nov-2019

#### **SUMMARY:**

The application lies within Alderley Edge, which is identified as a Local Service Centre. While there are no other examples of semi-detached properties within the surrounding area, it would be of a similar scale and form to other properties. The proposal has been reviewed by the Highways Officer, who has confirmed that there are no issues in terms of highways safety. The application is recommended for approval, subject to conditions.

#### **RECOMMENDATION:**

**Approve, subject to conditions**

#### **REASON FOR REFERRAL**

The application has been called to Committee by the local Ward Member, Cllr Browne for the following reasons:

- “- the proposed development is out of character with the surrounding area;*
- over-development of the site;*
- over-intensification of use;*
- concerns with respect to vehicle parking and egress onto a blind bend;*
- objections from the Parish Council and local residents.”*

#### **DESCRIPTION OF SITE AND CONTEXT**

The application site forms the garden of 20 Eaton Drive. 20 Eaton Drive is a detached two storey house on a corner plot. It lies within a predominately residential area, within the Local Service Centre of Alderley Edge.

The area surrounding the site is dominated by detached properties. There is a range of architectural designs. Many of the houses within the vicinity of the site have been extended previously.

There are trees along the boundary of the site. None of these are formally protected.

The site lies within the Manchester Airport Safeguarding buffer.

## **DETAILS OF PROPOSAL**

The proposal is for the extension and subdivision of 20 Eaton Drive and its garden to form a pair of semi-detached houses. The existing driveway to 20 Eaton Drive would be retained with a new driveway created to serve the proposed dwelling.

## **RELEVANT PLANNING HISTORY**

None relevant

## **POLICIES**

### Cheshire East Local Plan Strategy (CELPS)

MP 1 – Presumption in Favour of Sustainable Development  
PG 2 – Settlement Hierarchy  
SD 1 – Sustainable Development in Cheshire East  
SD 2 – Sustainable Development Principles  
IN 2 – Developer Contributions  
SE 1 – Design  
CO 1 – Sustainable Travel and Transport  
Appendix C – Adopted Parking Standards

### Macclesfield Borough Local Plan (MBLP)

DC3 – Amenity  
DC6 – Circulation and Access  
DC38 – Residential – Space, Light and Privacy

## **OTHER MATERIAL POLICY CONSIDERATIONS**

National Planning Policy Framework (NPPF 2019)  
National Planning Policy Guidance (NPPG)

## **CONSULTATIONS EXTERNAL TO PLANNING**

Alderley Edge Parish Council - Object to the proposal because of; overdevelopment. Also advise that there appears to be inadequate parking provision and safety issues surrounding the access/egress of vehicles from the site

Environmental Protection - No objections, subject to conditions requiring the provision of electric vehicle infrastructure and an ultra-low emission boilers. The applicant should also be advised of their duties under other legislation and of appropriate construction hours

Head of Strategic Infrastructure (Highways) – no material highway implications – the site access is acceptable and there is sufficient space for off-street parking provision. Conditions should be imposed relating to the access and visibility splays. The applicant should also be advised of the need to enter into a Section 184 agreement for the new vehicle crossings.

Manchester Airport Safeguarding - No objections

United Utilities – No objections, subject to informatives

## **REPRESENTATIONS**

Four representations received objecting to the proposal. The main concerns are summarised as follows:

- Proposed development would be out of keeping as there are no other semi-detached houses on the whole estate
- Example of no. 11 with two doors is misleading as they are in the process of reverting to a single door
- Concerns regarding highway safety due to the location of the drive on a blind corner and increase in on road parking
- No objection in principle to semi-detached approach

## **OFFICER APPRAISAL**

### **Principle of development**

The application site lies within a predominately residential area in Alderley Edge. Alderley Edge is identified as being a Local Service Centre in CELPS Policy PG 2. This policy confirms that within Alderley Edge, small scale development to meet needs and priorities will be supported where they contribute to the creation and maintenance of sustainable communities.

In accordance with this policy, there is no objection in principle to new dwellings in this location, subject to compliance with the relevant local plan policies.

### **Design**

CELPS Policy SE 1 states that development proposals should make a positive contribution to their surroundings. It seeks to ensure design solutions achieve a sense of place by protecting and enhance the quality, distinctiveness and character of settlements.

Amongst other criteria, Policy SD2 of the CELPS also expects all development to contribute positively to an area's character and identity, creating or reinforcing local distinctiveness in terms of:

- a. Height, scale, form and grouping;
- b. Choice of materials;
- c. External design features;
- d. Massing of development - the balance between built form and green/public spaces;

- e. Green infrastructure; and
- f. Relationship to neighbouring properties, street scene and the wider neighbourhood

The area surrounding the application site is dominated by detached properties, although there is some variety in terms of scale, form and architectural appearance. Many of the properties have been extended, resulting in particularly wide frontages.

The existing house is a two-storey detached house, which sits on the corner of Eaton Drive and Wilton Crescent. It has previously been extended by way of a single-storey garage. This is proposed to be removed as part of the works. The proposed plans show a two storey side extension to the existing house. The plot would then be subdivided into a pair of semi-detached dwellings.

It is acknowledged that there are no other semi-detached dwellings within the surrounding area. However, this in itself is not a reason for refusing planning permission. Instead, it needs to be considered what the visual impact of the scheme would be on the surrounding area and its character.

The proposed extension would be part seamless and part set back from the frontage. As a result the pair of semi-detached properties would not be identical. However this approach, as well as the windows along the flank wall would create some visual interest on the Wilton Crescent elevation.

The proposed development would have a frontage of around 16.7m. This is not dissimilar to other detached houses which have frontages measuring around 17m, as a result of extensions. Not all of these extensions have resulted in uniform frontages. Consequently, in terms of the built form, the proposed development would not appear at odds with the surrounding character of the area.

The proposal would require the spread of hardstanding across the frontage. However, these works could be done without planning permission. This is not considered to be a reason to withhold planning permission.

The resultant garden areas associated with the dwellings would not be unacceptably disproportionate to others within the streetscene.

It is considered that the proposed development would adequately reflect the scale and form of other buildings within the area. Subject to conditions relating to landscaping, boundary treatments and materials, it would not adversely affect the character and appearance of the surrounding area.

## **Amenity**

Paragraph 127 (f) of the NPPF 2019 states that developments should create a good standard of amenity for existing and future occupiers.

Saved MBLP policy DC3 states that development should not significantly injure the amenities of nearby residential properties. This includes as a result of privacy; overbearing effect and

loss of sunlight and daylight. Saved MBLP policy DC38 provides guidelines for space, light and privacy standards. The impact upon the closest neighbours is considered below;

## 2 Wilton Crescent

The proposed dwelling would extend towards the flank wall of this neighbour. At the closest point, there would be around 12m between the proposed dwelling and the side boundary of this neighbour. There is an existing single storey substation building separating the two properties. Given the presence of this substation and the distance to the flank wall, the proposed development would not harm the amenities of this neighbour in relation to the above considerations.

## 20 Eaton Drive

The proposed dwelling would extend beyond the existing rear wall of the host property. The plans show that the extension would not breach the 45 degree line in plan view and as such the light and privacy enjoyed by the residents of the host property would not be harmed.

Sufficient outdoor amenity space would remain to this existing house.

## **Highways**

CELPs Policy CO 1 deals with sustainable travel and transport. It supports a shift from car travel to public transport and seeks to guide development to sustainable and accessible locations.

As a local service centre, it is accepted that Alderley Edge is a suitably accessible and sustainable location for an additional dwelling.

MBLP policy DC6 requires new developments to provide safe and convenient access for vehicles and pedestrians, as well as providing adequate parking and turning for vehicles.

Concerns have been raised regarding the safety of the access by both the Parish Council and neighbours.

The applicant has submitted a highway report, which has been reviewed by the Council's Highways Officer. In response, they have raised no objections to the proposal on highways safety grounds, subject to conditions relating to the provision of the access and visibility splays.

CELPs Appendix C sets out the Council's adopted Parking Standards. Two/three bedroom houses should have two off-street parking spaces. Houses with four or more bedrooms should have three off-street parking spaces.

The applicant has confirmed that the existing house has three bedrooms. The proposed dwelling would also have three bedrooms. As such a total of four off-street parking spaces are required. The proposed block plan shows that four spaces would be provided in line with the adopted parking standards.

The proposal would comply with saved MBLP policy DC6 and the adopted parking standards.

## **Forestry**

CELPs Policy SE 5 deals with trees, hedgerows and woodland. It states that the local planning authority will not normally permit development which result in the loss of or threat to trees which make a significant contribution to amenity, biodiversity and landscape character.

Saved MBLP Policy DC9 relates to tree protection. It advises that developments which would result in the loss of or threat to protected trees will not be allowed, except in certain circumstances.

There are existing trees along the site boundaries; none of these are formally protected. Some of these require removal as part of the development. An arboricultural implications assessment has been submitted as part of the application.

The proposal and the submitted assessment have been reviewed by the Council's Forestry Officer. They have advised that all of the trees to be removed are categorised as low value category C trees. They have no objections to their removal. The trees to be retained are inconsequential specimens which contribute little to the amenity of the immediate area or the wider landscape. They have advised that arboricultural conditions are not required. The proposed development would not conflict with either CELPS Policy SE 5 or MBLP Policy DC9.

## **Drainage**

The proposal raises no drainage or flood risk concerns and United Utilities have raised no objections.

As an informative in the event of approval, the applicant will be advised that they should implement a sustainable drainage scheme, which follows the drainage hierarchy within the Planning Practice Guidance.

## **Airport Safeguarding**

Manchester Airport Safeguarding has been consulted on the application. They have raised no objections to the proposal. The applicant will be advised of the Airport guidance on cranes and tall equipment and to contact the Airport at least 21 days before using a crane or tall equipment on site by way of an informative in the event of approval.

## **CONCLUSIONS**

The application lies within Alderley Edge, which is identified as a Local Service Centre. While there are no other examples of semi-detached properties within the surrounding area, it would be of a similar scale and form to other properties. The proposal has been reviewed by the Highways Officer, who has confirmed that there are no issues in terms of highways safety. The application is recommended for approval, subject to conditions.

## **RECOMMENDATION**

**APPROVE** subject to the following conditions;

- 1. Three year time limit**
- 2. Development in accordance with the approved plans**
- 3. Finished levels**
- 4. Details of materials**
- 5. Boundary treatments**
- 6. Landscaping plan**
- 7. Landscaping implementation**
- 8. Visibility splays**
- 9. Provision of access**
- 10. Provision of parking**
- 11. Removal of permitted development rights**

*In order to give proper effect to the Committee`s intent and without changing the substance of its decision, authority is delegated to the Acting Head of Planning (Regulation) in consultation with the Chair (or in their absence the Vice Chair) to correct any technical slip or omission in the resolution, before issue of the decision notice.*

